



CITY OF KIRKLAND
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MEMORANDUM

To: Kurt Triplett, City Manager

From: David Godfrey, P.E., Transportation Engineering Manager
Kathy Brown, Public Works Director

Date: March 27, 2015

Subject: DOWNTOWN PARKING—PUBLIC OUTREACH AND NEXT STEPS

RECOMMENDATION:

It is recommended that the City Council receives a briefing on the public outreach and input related to parking in downtown Kirkland. It is also recommended that Council provides direction on near-term actions and long-term options for improving downtown parking.

BACKGROUND DISCUSSION:

On January 6, 2015, the City Council received a briefing on a draft downtown parking study conducted by Rick Williams Consulting under the direction of the Public Works Department. An overview of draft options was provided, with the intent of seeking direction from the Council on potential options to discuss with the public.

Options considered fell into two categories:

- **Increasing supply.** Example strategies included: building new parking lots; partnering with developers to build public parking; or providing more on-street parking.
- **Improving operations.** Examples of operational improvements included: creating a "brand" for easy recognition; improving wayfinding; expanding pay parking; upgrading the Library Garage; and implementing various applications for paying by phone or other uses of smart phones.

Council gave direction to move forward with the planned public outreach, with the full range of options identified in the draft parking study. Below is a synopsis of the public outreach efforts and a summary of comments that were received.

Public Outreach

Over the past several months, the City Manager's Office and the Public Works Department have conducted extensive public outreach to solicit feedback on the options identified in the draft report, as well as other ideas from residents, business, and parking users. The public involvement process included a survey and four facilitated discussions to gather what the public saw as benefits, challenges and concerns, and questions. Additional ideas related to the nine options and comments on parking in general were also collected.

At the request of interested stakeholders, following the facilitated discussions, a summary of the public comments were present at the following meetings:

- March 16, 2015 Kirkland Chamber Public Policy Committee
- March 16, 2015 Moss Bay Neighborhood Meeting
- March 18, 2015 Market Neighborhood Meeting
- March 27, 2015 Downtown Merchant Meeting
- April 1, 2015 Norkirk Neighborhood Meeting

Public input fell generally into three categories: 1) Feedback on the specific options identified in the draft study, 2) Additional ideas on new options, 3) Feedback on the public involvement process itself and general policy considerations.

Feedback on Study Options:

Below is a brief summary of public input on the advantages and disadvantages of each option.

Option 1: Increased Supply - Surface Lot South of City Hall

Advantages:

- Large parking supply close to downtown.
- Good location for employees of downtown as well as customers of Central Way businesses.
- Convenient parking for commuters that are currently parking on Market Street and in the neighborhoods surrounding downtown.

Disadvantages:

- The lot is not close enough to downtown.
- The lot would only serve people who are able to climb the hill.
- Some felt that surface parking lots are not attractive.
- Concerns were raised regarding the magnitude of potential costs.
- Potential impacts to surrounding neighborhood (lighting, noise, visual impact, security).

There were many ideas on how to address the concern that the location was too far from downtown. A few pilot ideas were suggested to understand the potential usage of the location: promoting City Hall as a place to park on nights and the weekends; requiring City employees to park at an offsite location to see the usage of the current City Hall lot during the week; use the lot as a gravel parking lot before paving it.

Merchants were interested in a valet service so shoppers could be transported to and from City Hall to downtown. A golf cart trolley service was also suggested. Others suggested an improved pedestrian connection to downtown and wayfinding to encourage usage of a City Hall lot.

It was suggested to start with some of the less expensive solutions before spending the estimated amount of funding needed to build a new lot south of City Hall. It was also suggested that the City sell the property and use sale proceeds to pay for other parking supply closer to downtown.

Option 2: Increased Supply - Lake Avenue West

Advantages:

- It is a public street close to downtown.
- Opinions were voiced that opening this street up to public parking would not continue to dedicate a public asset to the exclusive use of the residents of the street. Citizen inquiries regarding this option included questioning the reasoning behind removing general public parking from this location in the first place.

Disadvantages:

- Potential impacts to the neighborhood, including home security.
- Traffic safety: vehicle turnaround difficulty; lack of sidewalk; curbs and line markings for heavy pedestrian use of street; poor lighting; Central Way and Market Street intersection traffic safety.
- Lack of space for added parking.
- Environmental concerns: impact on hillside prone to erosion; shoreline area impacts; eagle nesting; increased litter; and added traffic congestion on Market Street and Central Way intersection. Comments received also noted that if all concerns were mitigated it would not be a low cost solution.

A suggestion was made to time the existing Lake Ave West parking that is suspected to be used all day by commuters taking buses.

Option 3: Increased Supply- Waverly Way

Advantages:

- It is a public street close to downtown.

Disadvantages:

- Potential impacts to the neighborhood: home security; difficulty for residents backing out of driveways; view obstruction of park.
- Safety: passengers exiting on a steep hillside at some locations; narrow street at some locations; heavy pedestrian use; speed of traffic on street; traffic challenges exiting onto Market Street; restriction of a Bike Lane. An opinion was expressed that mitigating the safety concerns would significantly increase the cost of this option.
- Some felt that the location is not close enough to downtown.

A suggestion was made to better sign and expand parking in Heritage Park.

Option 4: Increased Supply - Shared use with private parking

Many people believed this was a good idea because the supply would be in downtown where the parking is needed and there is a current underutilization of existing private lots. Some people questioned why the draft study noted this option as a high cost, noting that the cost should be shared or passed to developments by requiring or incentivizing new developments to increase parking supply. There were no specific disadvantages identified.

For purposes of the discussions this option was broken into three sub-categories: 1) existing developments 2) new developments 3) faith based or other office locations that may have available parking at certain times during the week.

1. Existing Developments

It was suggested to inventory all of the existing developments and monitor the use of these developments and then create unique individual agreements with each supply. A suggestion was made to pilot the leased space to see if it would be utilized before entering a long-term agreement.

2. New Developments

Suggestions included taking advantage of the current opportunity in partnering with developers of Park Place and the Antique Mall to add additional public parking. Right Size Parking policies were also mentioned as restricting rather than adding parking supply.

3. Faith Based and Office Parking Lots

It was suggested to arrange agreements with faith based organizations that own parking lots in the downtown area. The concept would be to allow public use of these lots at times they are not in use by the organizations. While some mentioned these locations are too far away, it was also suggested that they could be used as employee parking locations. It was also suggested to work with office buildings that may have parking availability at night.

Additionally, it was suggested to partner with Sound Transit or King County Metro in developing solutions for bus commuter parking.

Option 5: Improved Operations - Pay Parking

Advantages:

- Some felt that pay parking would help create customer turnover and improve the visitor experience.

Disadvantages:

- Some people believed that free parking is needed to attract businesses and shoppers and to stay competitive with neighboring cities of Bellevue and Redmond.

Suggestions related to this idea included making paying for parking more convenient, consistent pricing, merchant validation and resident exemptions, as well as many ideas on how to implement pay parking.

Option 6, 7 and 9: Improved Operations - Branding and Marketing/Communications, Wayfinding Dynamic Signage, and Parking Application phone app including pay by phone

Advantages:

- Would increase the visibility of parking locations and reduce the amount of time people spend driving around looking for a spot.
- Some people thought a parking phone app would be useful. Suggestions were made to take advantage of existing electronic map applications (Google, Bing, Yahoo, off-the-shelf phone apps.)

Disadvantages:

- There were no noted disadvantages regarding signage and wayfinding.
- Some thought a phone app would be too complicated, expensive and would encourage people to look at their phone while driving.

Specific suggestions for improved communications and wayfinding included:

- Better directional signage to lots and improving signage for the Antique Mall and Merrill Gardens parking areas.
- Distribute parking brochures to downtown businesses.
- Create better walking connectivity and signage between parking locations and downtown.
- Use parking enforcement to help people find parking locations.

It was suggested that dynamic signage might only be useful if there were multiple locations with large parking inventories.

Option 8: Improve Operations at the Library

Generally people thought that both improved maintenance and a change in signage for better utilization of stalls was a good idea. In general, this option was not fully discussed in the facilitated discussions due to time constraints.

Additional ideas related to this option included:

- Adding a blinking light at entrance to address pedestrian safety concerns.
- Using the red zones painted on the curbs on the garage driveway for parking.
- Giving employees a key to use the elevator so it is not used for other activity.
- Improving enforcement.

Additional Parking Solution Ideas Presented:

In addition to the comments received on the options presented in the draft study, many other ideas were suggested:

- Instituting a Parking Shuttle.
- Building a garage downtown, possibly at the Lake and Central Lot or under Peter Kirk Park. The concept of a connected parking garage under all of downtown was suggested as well.
- Expanding the Marina Park Lot with "lid parking."
- Reducing the Demand for Parking

- Promotion of bus routes
- Installing more bike parking
- Creating more parking for carsharing such as Zip Car, Car To Go, etc.
- Creating better pedestrian access
- Improving bus service
- Creating more affordable housing

Policy Feedback:

Below is a summary of the policy feedback received:

- Responsibility of Solving the Parking Problem: While there are many different perspectives on who should pay for parking, the majority of respondents and participants felt that the City should have an active role in leading the efforts.
- Neighborhood Spillover Policies: Two of the options presented increase parking supply on neighborhood streets and many comments were received regarding the City's policy on protecting the neighborhoods and finding parking solutions within the business districts to protect all surrounding neighborhoods from downtown parking spillover. Right Size Parking Policies were also mentioned in this regard.
- Commuter Parking Policies: Comments were received regarding many non-regulated streets being used for all day commuter parking and that solutions and policies to manage commuter parking on any neighborhood street should be implemented.
- Employee Parking Policies and Management: Comments and discussions regarding employee parking included how much employee parking is needed and better communication and accountability in enforcing effective employee parking regulations.
- Parking Regulations and Enforcement: Comments included that regulations are inconsistent and confusing. It was felt that time allowed is not enough for different activities and that the strict enforcement is not welcoming to visitors. Additionally, seasonal parking needs differ and regulations should be reflective of the seasonal demand.
- Preserving Kirkland's Small-Town Character: There were a few comments on how the parking decisions would impact Kirkland's small town feel and keep the City green.

RECOMMENDATIONS:

Participants in the outreach effort are eager to work together to make progress toward parking solutions. Staff recommends continued public engagement as the City moves forward with parking solutions. Staff also recommends development of a Parking Work Program, with the following elements:

In the near term (2015), it is recommended that the City take the following actions:

- Improve static wayfinding signage to the Park and Main lot (former Antique Mall site), City Hall and other parking facilities downtown.
- Improve lighting and maintenance of the Library garage.

- Evaluate timed parking along Market Street and other areas of potential commuter bus access parking.
- Provide parking maps to downtown businesses.
- Evaluate potential improvement to parking enforcement practices.
- Explore options for shared parking agreements.

In 2016, after the above measures have been implemented, further explore the following options:

- After the City Hall renovation project has been completed, evaluate options for use of the area south of City Hall for parking.
- Further evaluate the advantages, disadvantages and costs of parking options on Lake Avenue West
- Evaluate dynamic wayfinding and mobile technology options

Staff is seeking Council input on the recommendations

Attachments:

A – Draft Downtown Parking Study Public Comments (Summary and Complete Collection)

B – Outreach Schedule and Participants

C – Emails, letters and documents submitted to City Council or staff

Draft Downtown Parking Study Public Comments Summary

Below is a summary of comments received on the Draft Parking Study presented to Kirkland City Council on January 6, 2015. Comments received include Council comments, emails to council and staff, stakeholder meetings, survey responses and notes from four public facilitated discussions. A summary of previous input was presented in each facilitated discussion in order to encourage new input on the options versus repeating input already collected. A best effort was made to capture and categorize the comments appropriately in order to illustrate the themes of community comments. The collection of all comments follows the summary.

Option 1: Increased Supply - Surface Lot South of City Hall

Benefits

- Large amount close to downtown
- Good option for employees of downtown
- Good option for customers of Central Way businesses – gyms in particular
- Good option for commuter parking

Challenges/Concerns

- Not close to Downtown
- Steep Hill in between parking and downtown
- Needs better pedestrian access
- Surface parking is not attractive
- Impact to surrounding neighbors (lighting -lot and automobile, noise, vegetation buffer needed)
- Safety on 3rd Ave (blind spot on corner, narrow road, business delivery trucks block street).
- Increased traffic around Central Way
- Cost of Solution

Potential ways to address these challenges or concerns

- People are already parking on the streets up the hill
- Add an escalator
- Institute a valet service
- Implement a Golf Cart/Trolley Service with designated pick-up/drop off spots
- Try a pilot of having city employees park somewhere else and promote parking in City Hall lot to see how much it is utilized
- Better enforcement of downtown employee parking
- Good wayfinding and pedestrian connection with downtown
- Work with surrounding neighbors on design and operations to mitigate impact

Additional information is needed

- Before large investment in this option see if some of the small solutions have an impact
- Would it be used
 - Promote and see if people will use City Hall on nights and weekends
 - Have City employees park somewhere else to know if it would be used
- How would it be operated – where would the entrance be?
- Cost estimate calculations

Additional Ideas related to the option

- Use of Current City Hall on nights and weekends
- Use existing gravel lot
- Sell the property and use revenue for other parking solutions
- Make it larger - build a structured or underground garage that you could enter from Central Way.
- Use the location as affordable housing

Option 2: Increased Supply - Lake Avenue West

Benefits

- Readily available unused space
- Certain neighborhoods shouldn't be exempt from street parking

Challenges/Concerns

- Safety
 - Fire truck turn around difficulty with increased parking
 - No sidewalks, curbs or line markings
 - Turning onto Market Street is challenging
 - Poor lighting on street
 - Home security
 - Heavy pedestrian traffic
 - Market/Central intersection traffic safety
- Added traffic congestion
 - Market and Lake Ave West is a five way stop
- Not enough space
 - Width of street is narrow and varies
 - Street shoulder condition is not suitable for heavy parking – people would just park on street
 - Inadequate turnaround - cars turning around in driveways is illegal
 - Heavy pedestrian traffic would be at risk with more cars
- Environment concerns
 - Increased traffic impact on hillside prone to erosion and landslides (history of landslides/liability)
 - Shoreline area
 - Increased traffic impacts on Eagle nesting
 - Garbage left by increased traffic
- Neighborhood streets should not be parking lots for the business district
- Cost is not low if all of the concerns are mitigated

Additional information is needed

- The reasons parking was removed at this location
- 2007 Market Street Traffic Study
- Public policy criteria that established the private use of a public right of way for "Permit Parking Only" for the exclusive use of the residents of Lake Ave West.

Additional Ideas related to the option

- Lake Ave West existing parking spots are being used by commuters and should be regulated

Option 3: Increased Supply- Waverly Way

Benefits

- Need the parking

- Useful for Heritage Park usage

Challenges/Concerns

- Safety
 - No safe way for passengers to exit on steep hillside
 - Not enough space – Narrow street with heavy pedestrian traffic
 - Speed of traffic on Waverly Way
 - Home security
 - Resident difficulty backing out of driveways
 - High pedestrian use street
- Traffic challenge exiting on Market Street
- Restriction of a Bike Lane
- Already a narrow road
- Not close enough to downtown
- Signature Park and community asset would be cluttered with cars
- Neighborhood streets should not be parking lots for business district
- Cost is not low if all of the concerns are mitigated

Potential ways to address these challenges or concerns

- Grade slope to address passenger safety concern

Additional information is needed

- Cost of engineering slope to mitigate safety concern
- How the park parking lot enforced.

Additional Ideas related to the option

- Better signage and expand parking in Heritage Park

Option 4: Increased Supply - Shared use with private parking

Benefits

- It would be in Downtown where parking is needed
- Current underutilization of existing private lots
- Requirement for new developments to provide parking takes burden off tax payers

Challenges/Concerns

- The city should not pay for parking in private garages
- Zoning restrictions are preventing redevelopment in downtown – height and set back restrictions

Additional information is needed

- Why the option is a high cost
- How are right size parking regulations being monitored
- Monitor existing development parking requirement usage – are the requirements being used as intended?
- Create a system for individual parkers to pay

Additional Ideas related to the option

- Use of Faith Base Parking Lots
- Create Partnerships/Pilot leases with Existing Private Parking Lots – Microsoft, Bank of America
- New Development Requirements
 - Park Place
 - Antique Mall
 - Residential Developments
- Better coordination and partnership between developments and city to address the problem.
- Monitor existing development parking requirement usage – are the requirements being used as intended?
- Partner with Sound Transit or King County Metro on an Park and Ride for transit center
- City should invest in purchasing a floor of parking in new developments
- Give incentives to property owners to add parking
- Find shared use arrangements with largest employers first starting with City Employees parking off site.

Option 5: Improved Operations - Pay Parking

Benefits

- If there is not enough parking, parking is too cheap. Prices should be highest in the most in demand spots
- Fiscally responsible option for the City of Kirkland
- Those visiting are will to pay
- Helps create turnover
- People are willing to pay for the amount of time they need – ½ hour to 8 hours
- Opportunity when gas prices are low
- \$1 is not expensive and people are willing to pay
- There is not privately provide public parking in Kirkland because the City gives parking away for free

Challenges/Concerns

- Free Parking is needed to attract shoppers and businesses – pay parking will drive them elsewhere and won't support businesses
- Competing against free parking in Bellevue and Redmond
- It won't change parking habits or needs
- Community sees pay parking as taboo
- Not welcoming
- Increased pay parking would increase spill over into the neighborhood
- Last time pay was implemented quality of businesses declined

Potential ways to address these challenges or concerns

- Merchant Validation of Parking
- Resident Exemptions

Additional information is needed

- Look at past study on pay parking
- What are the challenges in managing free Parkplace parking and paid downtown parking
- If the library garage is paid can the payments go to improvements?
- Other models to study
- More Business Perspective

Additional Ideas related to the option

- Consistent Pricing
- Make paying more convenient
- Pay parking should fund a garage
- Pay Parking should reflect demand
- Single Space meters on each block
- Pay stations need to be marked better
- Time limits create challenges for certain experiences that may take longer
- New Supply should be pay parking

Option 6: Improved Operations - Branding and Marketing/Communications

Benefits

- Increase visibility of available lots so people are aware and spend less time driving around
- Signage improvements are needed (Antique Mall and Merrill Gardens in particular)
- People currently don't know where to park

Challenges/Concerns

- Helpful but can be done inexpensively
 - Don't need a new brand – just put up more signs
 - Current signage in Kirkland can be confusing
- Won't help the problem of parking availability

Potential ways to address these challenges or concerns

- Add additional current "brand" signage

Additional information is needed

- Cost benefit study before investment

Additional Ideas related to the option

- Antique mall needs better signage. Measure before and after to know impact
- Parking enforcement should capture available spaces and act as a concierge informing where to park instead of only giving tickets.
- Create better walking connectivity between parking locations
- Distribute parking brochures to businesses
- Better directional Signage to locations
- Look at case study and creative solutions

Option 7: Improved Operations - Wayfinding/Dynamic Signage and Sensors

Benefits

- Reduce time spent looking for a spot and help advertising locations

Challenges/Concerns

- Not a good use of funding
- Would need to work with all private lots as well to
- Number of spaces in each lot is small so wouldn't be helpful to parkers and just increase people driving in circles

Potential ways to address these challenges or concerns

- If City Hall lot is built revisit idea
- Work with private developments to institute

Additional information is needed

- Cost/benefit study

Additional Ideas related to the option

- Should also include dynamic pricing of parking that is available
- Video base sensing and wireless technology
- Distribute parking brochures to

Option 8: Improve operations at the library

Benefits

- Additional spaces when demand is high
- Inexpensive new capacity by just changing signs
- Encourages employees to use it

Challenges/Concerns

- Even if clean, people don't like parking garages
- The garage traffic flow is very poorly laid out so why bother
- Need longer time limits

Additional Ideas related to the option

- Pedestrian safety concern at library garage entrance. Could a blinking light be installed?
- The driveway coming out of the library parking lot onto Kirkland Way has red zones painted on the curbs – could we use those for parking
- Give employees a key fob to use the elevator so it is not used for other activity.
- Better enforcement needed

Option 9: Parking Application app including pay by phone

Benefits

- Simple, easy and convenient
- Would show the parking locations and direct people to them via apps
- Great way to merge private and public lots

Challenges/Concerns

- Too complicated
- Encourages people to look at their phone
- Technology is always changing
- Too expensive
- If no spots are available it is not helpful

Potential ways to address these challenges or concerns

- Public/Private partnership to share the cost of app – business advertising opportunities

Additional Ideas related to the option

- Valet Ap service for City Hall
- An app should be Market driven
- Use already established apps – Spothero
- Register parking on Google
- Ap presented by Kirkland Chamber
- Quick Pay Technology
- Parnav Technology

Additional Themes in Comments

Amount of Parking Needed

- Who are we trying to find parking for: Customers/Visitors, Employees or Commuters
 - Different solutions depending on what group
 - What amount is needed for each group
- City doesn't provide adequate parking for its own assets – parks and swimming pool
- What causes the parking problem
- Change the perception of amount of parking available.
- How to mitigate Loss of Current Parking
 - Park Lane
 - Antique Mall
 - Park Place Construction

Parking Responsibility

- City should commit to help bring investment to downtown.
- Both city and developers
- The people who use it

- Shared between business owners, building owners and residents
- Everyone benefits from a healthy, vibrant downtown
- Whoever needs it the most should pay
- City should lead but cost should be shared – use incentives
- Businesses
- City – responsible for fostering a thriving business core to provide taxes
- Developers
- Not the City – Let Market forces solve the problem
- Explore/encourage free enterprise solutions and public private partnerships like shuttle services.
- Public private partnerships
- Parking investments should be compared to other investments like the ARC and the Houghton CKC property.
- Come up with an ROI formula to help convince the tax payers that it is the best investment
- Better Parking Downtown equals better businesses with Better tax receipts
- The City needs the right policies moving forward with new developments but also address the existing problem.

Enforcement/Regulations

- Regulations are inconsistent
- Signage is confusing
- 2-3 hours is not enough time for visitors
- Enforcement is too strict
- Seasonality of Parking
 - Summer need is different than winter need
 - Sunday Parking should be regulated
 - Better coordination w/summer events in directing visitors to parking locations

Employee Parking

- More fringe parking locations
- Need better and consistent communication to foster corporation and accountability among businesses
- Explore move to evade regulations
- Pay parking would help to solve this problem
- New developments need to provide employee parking
- There should be no dedicated parking for employees – paid parking for everyone
- Encourage other ways for Employee's to get to work – bus passes
- Some employees need to use their car throughout the day
- Need to know how many employees need parking
- How do we know if employees will park in particular locations

Commuter Parking

- Market Street and existing Lake Ave West parking is used for commuter parking
- We need transit parking or they will move into neighborhoods
- Work with Sound Transit and Metro on a solution – currently no dedicated parking for commuters
- Use the antique mall for commuter parking
- Measure the number of commuters using parking.

Neighborhood Spillover Problem

- Affects character of neighborhoods
- Business parking belongs in business district – build a garage downtown
- City should protect the neighborhoods

- City policies discourage it
- Right Size Parking increases spill over
- All spill over should be treated equally
- Street spots around downtown are no longer available – resident permit parking and enforcement is needed
- Add 4 hour parking on streets surrounding downtown

Parking decisions impacting Kirkland Character

- Keep small town feel
- Keep the city green

Right Size Parking

- Right Size Parking regulations contradict this study

Additional Parking Solutions Suggested

- Parking Shuttle
- Lake and Central Lot
- Build a Garage downtown
- Marina Lot “lid parking”
- Underneath Peter Kirk Park
- Under all of downtown
- Free Enterprise Solutions
- Reduce the Demand for Parking
 - Advertising taking the bus
 - More Bike Racks
 - Parking for Zip Car/Car to go
 - Better Pedestrian Access
 - Better Bus Routes and Transit Center
 - More Affordable Housing

Feedback on the Study

- Stakeholders comments were not accepted prior to draft study being released so options are misleading
- Not great data on the costs related to each option so options presented and feedback received are misleading
- Not all the spaces are counted – Who and how do we determine the goal we are trying to reach
- Pleased that an outside firm was brought in to provide unbiased input
- Need to know priority of parkers
- Options outlined don’t event start to address the problem - City needs to put all options including the big ones on the table and seriously consider them
- Ask citizens if they will pay for a large parking investment – Compare interest of ARC vs Parking
- History of lots of community time and input regarding parking with very little change to show for it has led to frustration in the community
- City needs to set a vision and stick with it
- Need to bring back a parking committee that City will listen to, study just has what the Council wants.
- Focus on things that can be done quickly or on an experimental basis
- What is the neighborhood vs business interest balance and what solutions are reflective of that?
- Have City employees take the survey

Draft Downtown Parking Study Complete Public Comments

Below is the collection of all comments received on the Draft Parking Study presented to Kirkland City Council on January 6, 2015. Comments received include Council comments, emails to council and staff, stakeholder meetings, survey responses and notes four public facilitated discussions. A summary of previous input was presented in each facilitated discussion in order to encourage new input on the options versus repeating input already collected. A best effort was made to capture all comments and categorize the comments appropriately in order to illustrate the various themes of the community comments. An annotated essence of emails and material sent is included rather than the document in its entirety. The comments are either cited or color coded based on the channel of collection.

- *Survey Responses*
- *Feb 24 Facilitated Discussion*
- *Feb 25 Facilitated Discussion*
- *March 2 Facilitated Discussion*
- *March 4 Facilitated Discussion*

Option 1: Increased Supply - Surface Lot South of City Hall

1. How would this option be beneficial to the downtown parking problem?

Large amount close to downtown

- *It is close enough to downtown where the parking is an issue.*
- *This is the clearly preferred alternative if more parking is required to serve downtown.*
- *This seems like a good option.*
- *Despite the high cost, I believe this is a good option. Joyce Kirk, 216 Waverly Way, Kirkland*
- *Amount of parking created would be good.*
- *B-- we have so many nice shops and businesses in Kirkland-- we just can't get to them on our 1 hour lunch when you consider all the time involved with finding parking or walking. A shuttle service would be ideal when you consider I live in Kirkland, work in Kirkland and yet it takes me a half hour or more to get to work by 8*
- *I would support this option. The space is already owned by the city. It's close to the downtown business corridor, and it won't infringe on current homeowner space (this space already exists)*
- *This at least seems like the best long term solution.*
- *Clear it and make it available for parking before they start on the Antique Mall project.*
- *Option A please*
- *Good. Close to downtown and mixed business and residential. Safe for evening walking to and from parking.*
- *A paved parking lot adjacent to the existing City Hall is a far better option than encouraging transient people (workers and visitors to Downtown Kirkland) to park in the Market Neighborhood.*
- *Excellent option and location, appropriate to services' locations*

Good option for employees of downtown

- *-South of City hall is an option for employees of downtown (1/6 Council Comment)*
- *City Hall lot is a good location for employees of downtown (2/13 Stakeholder meeting)*
- *City Hall lot would work great for employees but not shoppers (Downtown Merchant)*
- *A new supply is great, but that location likely will only be for employees given the distance and climb for customers is a big negative, especially if it's paid parking*
- *Reasonable idea -- lot is a little far from downtown for customers, but might be great for employees of businesses and commuters.*

Good option for Customers of Central Way Business

- The parking lots are full at 6am when the only thing that is open is the gyms. If the gyms used the city hall lot then that would free up a lot of parking (Downtown Merchant)
- Have central way businesses – especially gyms direct customers to the City Hall lot (Merchant Meeting)

Good option for Commuter Parking

- Option is still far away from downtown but could be a good option for commuters

2. What challenges or concerns might there be with the option?

Not close to Downtown

- *Would be of marginal use to the more general downtown case.*
- *its a bit out of the way for visitors but easier parking is always welcome*
- *This option makes sense, but the drawback is that it's not actually in the core of downtown.*
- *Is this location close enough to the downtown shopping and restaurant core to be a relevant and convenient parking source for same.*
- *Concern that it would only serve City employees*
- *Site: Inconvenient location for downtown retail employees and shoppers. Too far unless trolley or other shuttle options were available. Often employees have supplies to carry from personal vehicles.*

Steep Hill Challenge

- *The cost of this is significant, and would only provide benefits to a small number of people who can climb the hill.*
- *The need to climb a steep hill is objectionable to older shopper and people with mobility problems.*
- *Might be useful. It's a hilly walk from there to the downtown waterfront/retail core.*
- *With the distance, hill and weather people won't use it – need something downtown*

Surface Parking is not attractive

- *Surface parking is an eyesore and inappropriate for a downtown area.*
- *This would also eliminate the beauty of the greenery around City Hall, making it just another urban building and parking lot*
- *I think this option would be an eye sore and disturb nearby residents by increasing traffic in what is a dense residential area.*
- *It would be a shame to see this beautiful, natural green space that is often used by wildlife turned into a parking lot. More thought needs to be put into the decision to use this property. I'm not in favor of it. Kirkland is becoming increasingly urban, manmade, and therefore ugly, diminishing its longstanding natural beauty. We don't need more of the same.*

Impact to surrounding neighbors

- *Lighting – look at LWIT new lights*
- *Vegetation buffers needed*
- *Automobile lights should be mitigated*
- *Current light issue at City hall needs to be addressed*
- *There would be an increased noise issue with 150 more spaces*

Safety

- *Third avenue traffic Safety*
 - o *Blind spot on corner*
 - o *Narrow Road*
 - o *Business deliveries “beer trucks” block street*

- Valet operation speed concern
- Safety Concerns on 3rd Ave
 - o 3 way stop sign is never adhered too

Increased traffic on 85th and Market Street would need to be managed

Cost concern

- Who is paying for this?
- Explore better management solutions first
- Try Gravel Lot first
- *I don't think this option should be used until all other options that cost far less more are in place.*

3. How could the city address these challenges or concerns?

Institute a Valet or Golf Cart Trolley Service

- Valet option would be valuable to shoppers and a great use of the City Hall lot (2/6 merchant meeting)
- Has the city explored the valet Ap used in Seattle and San Francisco to implement in the city hall lot (Chamber Meeting)
- Golf Cart/Trolley Service with designated pick-up/drop off spots

Pilot Project

- Try a pilot of having City Employees park somewhere else and promote parking in City Hall lot to see how much it is utilized.

People are already walking parking in the neighborhoods up the hill

- Many people say they don't want to walk uphill to park at City Hall or Waverly, yet people are already parking in the neighborhoods, which are uphill (1/14/15 KAN meeting)

Add an escalator

- Add an escalator on Second Street to facilitate/encourage access from Central Way to City Hall (1/6 Council Comment)
- Better pedestrian path to downtown: Perception vs Physical Challenge of distance. How can we make available parking locates more integrated with Downtown (Harbor Steps)

Work with surrounding neighbors on design and operations

- If the city moves forward with this, we should all collaborate – City, Brezza, Marina Heights, Point Overlook, the Livengood firm and the Waterview – so that we can work together to discuss and mitigate impacts of noise, lighting (lot lighting and headlights) and security so that this can be done successfully from the get-go. (email to council jan 2)
- *I would ask that it be attractively landscaped so as to be sympathetic to the surrounding residential neighborhood.*
- ** Lighting on the site needs to take into account the people who live across from the lot. Today, lighting around City Hall is difficult to take--it often looks like a landing strip. I believe we have excess light pollution plus it is annoying to have to look into the lights constantly--the thought of more isn't merrier. * How will people from downtown Kirkland access the lot. Today I see people using the stairs going to/from the gym on Central. The steps are not well maintained. * The traffic flow down 3rd connecting into Central is very dangerous with the blind corner. If this lot draws more people, this situation needs to be improved.*
- Access on 2nd street would be needed
 - Lighting – look at LWIT new lights
 - Vegetation buffers needed

- Where would the entrance to the lot be 2nd street would be preferred for safety
- To move forward on this option meet with the 4 condos in a group to start conversations focusing on just this option on how to address concerns

Wayfinding and Pedestrian Connection to Downtown

- Pedestrian Egress with City Hall Lot needs to be improved. People don't know how to enter or exit
- The City must be committed to properly sign the available parking. This option will only work if it is signed and City doesn't sign other lots well.

4. What other information would be helpful in considering this option?

Before investment see if some of the small solutions have an impact

- *See if other solutions work before spending this amount of funding.*
- *This question does not provide enough information, such as the cost "Medium" and how many surface parking spaces will be provided.*
- Tenants with gyms may change so need to think about long term use of lot

Would it be used?

- Before investment of a high cost better understanding of how it would be used
- Pilot with shared lots to have City Employees park off sit to see if lot will be used for DT.

How would it be operated?

- How would it be operated pay or not?

Cost Calculations

5. Additional Ideas related to the option

Use of Current City Hall

- *Can the city designate the current city hall spots that were reserved for KPD as public parking? (Market Neighborhood Feedback Document presented at 2/11/15 KAN meeting)*
- *Implement Parking at existing city hall lot on evenings and weekends (1/6 Council Comment)*
- City Hall lots - A parking lot on the south side of City Hall is too inconvenient to be useful unless a number of other changes are made so that the numerous alternatives are all less desirable. I suggest getting some idea of potential usage by first heavily promoting the City Hall and Annex lots as free evening and weekend parking. Although they are a little bit further from downtown, they are proposed as public parking anyway, so they would provide useful data. (Email to Council/Staff)
- Pilot with shared lots to have City Employees park off sit to see if lot will be used for DT.

Use Gravel Lot as is to start to see if it will be used

Sell the property and use for other solutions

- *No discussion of alternative uses for this land...Land this close to downtown has considerable development potential. Adding parking here may be comparable to the cost of having the City purchase additional underground spots at new developments. How much are we willing to spend subsidizing parking on a surface lot that depreciates the rest of the neighborhood? ... A developer could come up with something more productive. (1/4/15 Citizen email to Council)*
- *It's sad that the city owns valuable property by city hall and is considering just storing cars there. What is the opportunity cost of that versus adding something to downtown? (email to staff 2/27/15)*
- *I think this is a fantastic short term option and might be a good long term option (we should wait until we see how it works out short term). If we don't turn this into parking we should sell the property and use the money to create parking elsewhere.*
- *Refining cost estimates is fine, but please don't build anything until all parking downtown is paid parking.*
- *This looks too expensive. It's a poor use of a valuable piece of land. The value of the land needs to be included in the cost numbers - it isn't. You're only counting construction costs. We can do more for the city by redeveloping it for multifamily residential. It's likely too far from the core, and uphill, to get the use that would justify the cost.*
- *Sell City Hall property and use the funds for a garage downtown*

Make it larger

- *Dig down to Central Way south of City Hall and make it accessible from Central Way (1/6 Council Comment).*
- *That looks like the old KPD offices and lot. If you were to go to the trouble of demo-ing the building to make way for parking, then I would rather see a higher capacity parking structure than just surface.*
- *A better (and more expensive) development would be multilevel parking with underground and aboveground parking space. The walkways to downtown from there might need to be upgraded to provide good access to Central Way. Charging for parking would help pay for the construction and maintenance.*
- *Why not build a structure on this site that would provide more parking lot spaces.*

Use the location for affordable housing

Option 2: Increased Supply - Lake Avenue West

1. How would this option be beneficial to the downtown parking problem?

Readily Available Space

- *Open some up to free customer parking and some to paid employee parking*
- *Seems reasonable*
- *b- we want MAX parking/walking opportunities!*
- *This is an excellent option.*
- *Good to me!*
- *Good idea. I live right across the street from City Hall on the east side and I am amazed at the number of employees who park on the streets surrounding my building. There is a great need for employee parking.*
- *sell the permits for day use.good idea*
- *This is a great solution. Space in the public right of way should be available to all. So definitely don't lease it, and definitely open it up. I also think the residential permit system should go. If residents want a place to park, they should build themselves a place to park and not expect the city to provide it for them on public land.*
- *Option B. Lease the spots to employees who will leave before residents return makes more sense.*
- *Allowing permitted residents and others to use the spaces makes sense.*

- *Seems reasonable, no big opinion on this one.*
- *I support using this strategy.*
- *A please*
- *Good idea, employees of local businesses need to have available convenient parking*

Certain neighborhoods should not be exempt from street parking

- *Certain neighborhoods should not be exempt from parking (2/13 meeting)*
- *remedy the anomalous treatment of Lake Ave West (Email to council 1.4)*
- Residents do not own the street in front of their homes, so yes I believe this space should be used if it exists. (email 2/27/15)
- One of the most ridiculous parking situations in Kirkland is the posting of "permit parking only" signs on Lake Avenue West. Years ago some property owners there prevailed on the City to give them special dispensation from having to deal with the common folk. The City should revisit that unfortunate agreement and reclaim the 60 to 70 parking spaces that would be made available. Why should these residents have both sides of the street reserved for them and their visitors? (comment on Kirkland Reporter)
- It appears that there are well in excess of 60 possible public parking places available on both sides of Lake Ave West that
- currently benefit only the 19 single family residences that are adjacent to this quarter mile plus the stretch of public right of way. Attachment pictures: There is a vehicle parked in the public right of way under a car cover that has not been moved in months. I have also attached a picture of the road where 2 trucks are double parked with a car parked across the street demonstrating the wideness of the street which would allow for public parking on both sides of the street less than a block from Marina Park. (3/6 Email to City Council)
- *This is a no-brainer. Lake Ave should never have received this concession. Also, there's a park at the end of Lake Ave W which few people can use because it only has two or three allowed spots. There need to be more open spots at that end of the avenue for park users.*
- *Residential users should be exempt from time limits. But parking on that street should not be exclusive to them. It's a public street-- taxpayer funded-- and other taxpayers should be able to use it instead of it being treated like a private club property. Allow employee permits on that street and don't let the residents have a monopoly anymore.*
- *A good use of spaces that already exist. The time has passed for this special permission zone. There is NO reason that this area shouldn't be used on an everyday basis for general parking. The residents have actually had both sides of the street restricted. They're rich and have valuable properties so how does this entitle them to have "privileges"? Not only that but it seems to me that there's more than 45 stalls available.*
- *Right now Lake Avenue parking is virtually 100% unused as nearly all of the residents park off street. Although it would be an adjustment for the local homeowners, they don't own the parking rights there, the city does. I'm enormously in favor of adding parking along there. I'd be willing to constrain it with time limits as long as it was 4 hours or more and ends at 6PM.*
- *I think that public streets must be shared, whether those of us who live on them like it or not. This location is too valuable to not be fully utilized for parking.*
- *I assume you mean the lot on Waverly Way? I don't see a 45-spot surface lot on Lake Ave W. Sure, making better use of existing parking capacity makes sense. It is crazy to talk about building a new lot when we have peak period unused parking capacity already.*
- *No brainer, Just Do It*
- *I do not agree with option "A" or "B". I would like to know the public policy criteria that established the private use of a public right of way for "Permit Parking Only" for the exclusive use of the residents of Lake Ave West. Is there anywhere else in Kirkland that is "Permit Parking Only" for resident parking on a public street? This should be public parking for all Kirkland residents and visitors not the use of public resources for the private benefit of a few. Simply removing the signs would be low cost and provide much needed additional parking close to downtown. This street is on my walk route, I rarely see anyone parked there. The street that is signed to allow only residents to park there is extremely wide and has parking on both sides with ample room for cars to pass. In addition, over 90% of the single family residences located on the west side of the street have 3 car garages with parking in front of the garages, for a total of 6 parking places per house with additional ample on street parking. It appears that there are well in excess of 60 possible public parking places available on both sides of Lake Ave West that currently benefit only the 19 single family residences that are adjacent to this quarter mile plus the stretch of public right of way.*

2. What challenges or concerns might there be with the option?

Safety

3. *Reduce the ability for fire trucks to turn around and get on the next call, an issue that presents a safety risk to the larger community (Market Neighborhood Feedback Document presented at 2/11/15 KAN meeting)*
- There are no sidewalks along Lake Avenue West yet the street is often used by families from throughout the area as they walk, jog, experience the lakefront, eagles and outdoors.
 - *Lake of pedestrian safe walk facilities (trails, lighting, sidewalks) is one reason to keep vehicular traffic volume to a minimum (email to council 1/4/15)*
 - Pedestrian safety – there are no sidewalks yet is a heavily-traveled street. People walk down the middle of the street. It is not unusual to have several hundred people on a single day walking down the center of the street. (Handout in 2/26/15 meeting)
 - The current street is already inadequate for current fire regulations and Waste Management. Allowing increased parking sacrifices the safety of all residents if emergency vehicles trucks do not have adequate access. (Handout in 2/26/15 meeting)
 - In surrounding area where there is parking there are sidewalks (Handout in 2/26/15 meeting)
 - Access to and from Lake Ave West is located at an awkward intersection. Increasing the volumes of traffic will only mean an increase to the probability of accidents at that intersection. It would behoove the City to limit traffic to and fro the Ave to the residents of that area. In other words, the Average Daily Trips generated by the residents should not be increased by inviting others to travel through that intersection (email to council 1/4/15)
 - *Doesn't seem appropriate on a one way in only street without sidewalks. I have public safety concerns.*
 - *This is a heavily-used pedestrian area -- tons of people walking down the middle of the street every day. There are no sidewalks, no curbs, no place for people to park. I'd be worried about safety. Why do you want business people to park in the neighborhoods anyway? Shouldn't there be adequate parking in downtown?*
 - *I am a home owner on the lane, and oppose opening this narrow, dead end lane to the public. The reasons are: 1. the street is not wide enough for two cars to pass safely now, and this is before cars are parked on the side of the road. 2. The side that would be used for parking is undeveloped, and would need to be paved, curbs installed, etc (and probably would not meet the city regulations relative to parking areas today without considerable upgrading). 3. this lane is used now by the walking, running, biking, skating public. Having cars use this on a full time basis, would create a safety hazard. Not sure but this would also create an undesirable habitat for our resident bald eagles.*
 - *There are A LOT of people who walk on Lake Ave W every single day. There are no sidewalks here. There are no curbs. There are no lines. It is kind of a narrow road. And nearly impossible to get out of -- have you ever tried to turn left or go straight out of Lake Ave W? Rediculous!*
 - *driving onto market from lake can be very challenging and this should also be a consideration.*
 - *The road is far too narrow on Lake Washington Avenue West to allow transient parking. That road should only be used for parking, other than the small park, by those local residents. My husband and I walk along there quite frequently and it really shouldn't even be considered a public road! It's more like a one-way private residential road all along there!*
 - Safety Concerns –
 - o Fire truck turn around. There are 3 parking spaces that are supposed to be monitored. They are not currently monitored and parked cars prevent a fire truck from being able to turn around
 - o There is heavy walking traffic on the street and no sidewalks
 - Parking would increase car volume and speed presenting a pedestrian safety risk
 - Cars park in the road, not on the shoulder which would narrow the street even more
 - The street as a walking route and community asset is more important than parking
 - o There is poor lighting
 - Home Security Concerns
 - One of the only flat streets in town and a high volume of walkers walk down middle of street
 - It's not just residents that use it for pedestrian use, visitors walk from parks.
 - No curbs or line markings to create separation from cars and pedestrians

- Market and Lake Ave West is a 5 way intersection with bicycles. An extra 45 cars would increase safety risk. It would be safer with a light
- Close proximity to downtown makes it a great pedestrian street, not parking lot. Safety of Kirkland's residents and visitors is critical. Lake Ave W offers a quiet, safe, beautiful pedestrian walk. Increasing vehicle traffic and parking endangers people and eliminates this special environment. Pedestrian Friendly because it is flat, level street access from downtown, wide enough for walking with strollers, small children, close proximate to downtown, public waterfront access at park, quiet, safe place for people to enjoy, Heavily-used pedestrian street: hundreds of people walk on Lake Ave W every day. There is no separation of vehicles from pedestrians.
- Environmentally sensitive, steep slope and shoreline area concerns.
 - Increased parking = increased traffic = less safety for pedestrians
 - No curbs
 - No lines
 - No sidewalks, planting strips
 - Insufficient width for traffic (typical street in Kirkland is 32', Lake Ave W is frequently 20' wide or less)
- "Parking" exists only on raw land off pavement
 - Significant erosion at south end of street where current parking is
 - Open drainage ditch, utility poles in off-street area as well
- Dead-End street
 - o Vehicles turn around in private driveways
 - Does not meet minimums for Fire Safety turnaround
 - Known hazardous intersection: Lake Ave W and Market
 - Per City's 2007 Market Street Access Study
 - Still awaiting installation of recommended traffic light (Handout in March 2nd Session)

Traffic Challenges

- Hazardous intersection (Lake Ave W-Market St – Central Way) cannot support additional traffic without mitigation (signal already recommend per Market Street Traffic Study, 2007) (Handout in 2/26/15 meeting)
- *Bad idea. Moving traffic onto a dead end street that is very difficult to exit onto market seems like a recipe for a real mess.*
- *The corner of Market and 85th continues to become more congested, primarily with cars driving through our city, not coming to spend money in the downtown area. At some point a light will be needed to allow residents of Lake Ave west to merge onto 85th and Lake Ave*
- Market to Lake Ave West is already a difficult traffic corner, addition volume would impact traffic throughout Kirkland

Not enough space

- The width of Lake Ave West varies long its length and in places is less than the City's minimum standards (2/18 email to staff)
- The traffic movement in and out of houses on the west side, cars pulling out of garages, could be greatly impeded by cars trying to located a parking space on the east side (email to council 1.4)
- The shoulder condition (gravel, undefined edge) is not suitable for heavy parking volumes (email to council 1.4)
- Most homes on that street lack the necessary driveway depth to allow for guest parking. (email to council 1.4)
- The Ave is a dead end street with inadequate turnaround near the park. Most cars will most likely use driveways to turn around which, in addition to being illegal, is a safety issue for the residents trying to use their driveways. (email to council 1.4)
- Pavement on Lake Ave W is primitive, with no curbs, no line markings, and width varies considerably throughout the length of the street. Current conditions are insufficient to meet current fire and Waste Management guidelines. 17-20' (or more) additional width required over current paved area to create a safe parking area for non-residents along Lake Ave W. This area would be cut out of the high-hazard landslide zone below Heritage Park. (Handout in 2/26/15 meeting)
- *There is very limited space on this street for any additional parking. The parking is too close to the homes on this street and offer no to little privacy if there were added parking. Timed permits would encourage only those in the area that are going to bars/restaurants to park on this area.*
- *Increased traffic on this residential street is not desirable. Turn-around is difficult.*

- *not enough parking very tight street*
- Street would need to be wider to meet City Standards
- Garbage access issues
- Additional cars would increase the volume of cars turning around in driveways which is illegal
- Cars turnaround in Driveways
- Trash left by parked cars
- This is an issue in all of downtown

Environment concerns

- Lake Avenue West lies near the shore of Lake Washington and below a hillside which is prone to erosion and landslides. (2/18 email to staff)
- Eagle nest and perch directly above the west side of Lake Avenue West. (2/18 email to staff)
- The Ave is home to a bald eagle nest. Inviting traffic by opening that street for public parking will increase noise. (email to council 1.4)
- Environmental Factors include Landslide Risk, Shoreline area and Bald Eagle Roosting and Nesting Area (Handout in 2/26/15 meeting)
- Increasing street width to allow for parking eats into a known hazardous area
- Any change in current pavement (impervious surface) coverage impacts shoreline regulations
- Additionally, increased parking allows for contaminants (oil, hydraulic fluid, etc.) from vehicles to seep into the soils and drain directly into Lake Washington
- Lake Ave W has a pair of resident bald eagles which nest yearly. Increased vehicular traffic is disruptive. More disruptive would be any further street development to allow for parking and safe pedestrian passage. (Handout in 2/26/15 meeting)
- *What shoreline permits would be necessary – city should have to submit same permits as other developments*
- **Land Slide Issue**
 - o Liability issue with extra people parking
 - o History of Landslides on slope
 - o Public property needs to be managed
- Lake Ave W is a High Hazard area for seismic disturbances and landslide – also is a dead-end street – no escape if street is blocked. Development of this street to allow for safe pedestrian use would require significant disturbance to the hillside. Sharp 40-50+ foot elevation gain from south end of Lake Ave W all the way past Waverly Park. History of landslides from 1947 that killed two to a 2015 landslide on the slope. Reference to the 3/3/15 council presentation on hazardous slopes. (handout in March 4th session)
- The entire length of Lake Ave W is a seismic hazard area and high landslide hazard area – which makes it unsafe for the City to encourage increased vehicular traffic or parking. (Handout in March 2nd session)
-

Neighborhood Streets shouldn't be parking lots

- Finally, and yes selfishly, residents on that street pay more than fair share of property taxes, and it is only fair to be able to find guest parking next to their houses. If we lose that parking area, then it is us or our guests that will be driving around block after block, and street after street to find parking. (email to council 1/4/15)
-
- *Address downtown parking in the downtown core, and don't turn a neighborhood street into a parking lot.*
- *Encouraging employees to park in neighborhoods is a failure by the City to appropriately plan for sufficient parking supply in downtown. Solve the problem in downtown, rather than degrading the nearby neighborhoods.*
- *Pushing business parking into residential neighborhoods is wrong -- business parking should occur in business areas!*
- *Keep the resident permit program in effect. I think the residents of Lake Avenue West should have relative ease of use of their street for parking. (No I don't live on Lake Avenue). I would be very frustrated if my street was full of commercial parking. These are our fellow Kirkland residents and hefty taxpayers. Who would benefit from the "sale" of permits? Not the Lake Ave residents. Sounds like a losing proposition for these residents.*

- *I am a bit unclear on the location of these spaces, but I don't live in the area, but perhaps some spots should remain by permit for resident use only, depending on the history of the area.*
- *This should remain "permit only" for residential users. Joyce Kirk, 216 Waverly Way, Kirkland*
- *Not great. This is an encroachment on the rights of that neighborhood. They pay higher taxes to be in that location and rightfully expect parking to be available at most times. IT would suck for them to have to find paid parking if there was none available in their neighborhood!*
- The City has a stated goal of reducing reliance on single-occupancy vehicles – why is the City even considering this option. This is a low-density residential zone, not commercial or office zone. Parking should be for residents and their guests, not business employees, commuters and business customers. (Handout in 2/26/15 meeting)
- *It is a low density neighborhood. Parking should be in commercial districts*

Cost isn't low if you address and mitigate all of the concerns

- *Mitigation need would make it a high cost*
- *There is no such thing as existing stalls. There is already erosion in current allowed parking*

4. How could the city address these challenges or concerns?

5. What other information would be helpful in considering this option?

- To create additional parking for non-residents in the low-density residential neighborhood, additional street width, curb and sidewalks would be required to keep a safe environment. An additional 17' or more of width to allow for parking, curb, sidewalk and planting strip will disrupt the landslide zone and shoreline area. (Handout in 2/26/15 meeting)
- *Reflect back on when there was parking and why it was removed*
- *Community is doing a time Lapse Photography of street*
- *Look at the reasons it is restricted*
- *Look at 2007 Market Street Study*
- Kirkland City Council Members; I would like to know the public policy criteria that established the private use of a public right of way for "Permit Parking Only" for the exclusive use of the residents of Lake Ave West. Is there anywhere else in Kirkland that is "Permit Parking Only" for resident parking on a public street? This should be public parking for all Kirkland residents and visitors not the use of public resources for the private benefit of a few. Simply removing the signs would be low cost and provide much needed additional parking close to downtown. This street is on my walk route, I rarely see anyone parked there. The street that is signed to allow only residents to park there is extremely wide and has parking on both sides with ample room for cars to pass. In addition, over 90% of the single family residences located on the west side of the street have 3 car garages with parking in front of the garages, for a total of 6 parking places per house with additional ample on street parking. (3/6 Email to City Council)

6. Additional Ideas related to the option

- *Existing Lake Ave West parking is used by Commuters – how to prevent*
- *Should the regulations address a regular or busy event day?*
- *Not productive to spend time on this option*
- *Why are we talking about it if there were reasons to restrict in the first place*
- *If ordinance change need a hearing in front of CC*
- *Need to time existing spaces on Lake Ave West*
-

Option 3: Increased Supply- Waverly Way

1. How would this option be beneficial to the downtown parking problem?

Need the parking

- *Yes that end of Kirkland needs spaces desperately. Build it.*
- *Heritage Park is underutilized, and additional stalls could be added without impacting the park itself too much.*
- *Likely most useful in the summer when the Heritage Park lot is most impacted.*
- *This sounds a lot better than building a \$2M lot beside city hall. Although again, I would say that the city should implement a dynamic market-rate parking demand management system first before we go and spend money building new parking lots.*
- *Sounds good. Pay for Marina Park users!*
- *Reasonable*
- *Simple. Yes, do this.*
- *This option makes a great deal of sense. The space is already available and it's close to downtown and adjacent to the park. Residents might not like it, but again, this is a taxpayer-funded public street. If this is done, please be sure people know to park the same direction as traffic flows. It's the law, but people park haphazardly all over Kirkland.*
- *Could be useful.*
- *I would support this measure. The space is already there, and not properly utilized.*
- *If they are safe, use them.*
- *Please do this*
- *Good. Close to downtown and in an area already used for downtown parking. Reasonably safe.*
- *i think this also should be used for Public Parking for all the residents of Kirkland.*

2. What challenges or concerns might there be with the option?

Neighborhood Streets should not be parking lots

-Market neighborhood already hosts a number of parking-related needs for the City, including boat trailer parking, parking for Heritage Hall events, parking for Heritage Park, including two tennis courts and hosting numerous events. (Market Neighborhood Feedback Document presented at 2/11/15 KAN meeting)

- *I am opposed to parking on the south side of Waverly Way. Joyce Kirk, 216 Waverly Way, Kirkland*
- *again, downtown parking should be in downtown, not the neighborhoods. But at least there are curbs, parking areas, and sidewalks here. Seems a better idea than the previous one.*
- *"Festival City" We have always felt that Kirkland was a special place to raise a family and to be able to enjoy a certain quality of life with family and friends due to Kirkland's small town appeal. We are now feeling that certain people are trying to turn Kirkland into ""Festival City"" with an event every weekend thus destroying the local homeowners sense of community. Why do we need more parking on Waverly Way contributing to the "Festival City" mess? Over the past several years, we the Waverly Way property owners, have seen an increase in the number of people parking in front of our homes, throwing their trash in our yards and allowing their dogs to pee all over our property. Several times we have even had people walk up on our deck and sit in our chairs, and when we ask them why they are there they often reply ""Oh we didn't think you would mind"". As Waverly Way property owners, paying high taxes, we do mind our personal property invasions. If the Kirkland promoters really want to create "Festival City" then why not develop the Totem Lake mall area to create their "Festival City" and use their parking spaces? Property Values To my knowledge many of the Waverly Way property owners pay rather high taxes due to their ""water views"". If the Waverly Way property owners continue to have their "water views" blocked by additional cars then they should pay lower property taxes. "*
- *Do not develop Waverly Way!*
- *"Festival City": We have always felt that Kirkland was a special place to raise a family and to be able to enjoy a certain quality of life with family and friends with Kirkland's small town appeal. We are now feeling that certain people are trying to turn Kirkland into "Festival City" with an event every weekend thus destroying the local homeowners sense of community.*

Why do we need more parking on Waverly Way contributing to the “Festival City” mess? Over the past several years, we the Waverly Way property owners, have seen an increase in the number of people parking in front of our homes, throwing their trash in our yards and allowing their dogs to pee all over our property. Several times we have even had people walk up on our deck and sit in our chairs, and when we ask them why they are there they often reply "Oh we didn't think you would mind". As Waverly Way home owners, we do mind our personal property invasions. If the Kirkland promoters really want to create “Festival City” then why not develop the Totem Lake mall area to create their “Festival City” and use their parking spaces? (Email to staff 2/26/15)

- Property Values: To my knowledge many of the Waverly Way property owners pay rather high taxes due to their "water views". If the Waverly Way property owners continue to have their “water views” blocked by additional cars then they should pay lower property taxes. The city’s lack of attention to trimming trees on the waterside of the park is already decreasing the property values on Waverly Way as a neighbor recently discovered during an appraisal. (Email to staff 2/26/15)

Restriction of a Bike Lane

-Waverly way has a bike lane that would be compromised with parking. This is a community asset and consistent with the City’s goal on non-auto transit. (Market Neighborhood Feedback Document presented at 2/11/15 KAN meeting)

- *Parking on the west side of Waverly Way would directly disrupt a bike lane used for non-automotive transit- directly contradicting the Council goal of encouraging non-automotive transit (email to staff 1/5)*
- *Two sided parking would negatively impact bicycle traffic, and quality of life for residents and visitors. (email to staff 2/24/15)*
- *This removes the bike lane and crowds the street.*
- *I'm concerned about the impact to cyclists here. If it can be done in a way that maintains safe bike access we should do it. Otherwise no.*
- *Adding parking here would mean deprecating a bike lane, which is contrary to the City's goal of promoting non-vehicular transit. Re-routing bikes through Heritage Park is not an option, as the bikes would be competing with baby strollers and dog walkers.*
- *Cascade Bicycle Alliance is against the option because it removes a bike lane*

Safety

- There is no safe egress for passengers of parked vehicles. This cost has not been scoped and is currently unknown. (Market Neighborhood Feedback Document presented at 2/11/15 KAN meeting)

- *The consideration of the West side of Waverly way between Market and 2nd fails to consider that passengers in these parked vehicles would be exiting directly onto a steep hillside (email to staff 1/5)*

There is no safe way for passengers to exit their vehicles if they parked on the west side of Waverly Way, as there is an immediate and steep hillside down to Heritage Park. The City would end up spending significant money to address this safety issue, for a location that's not even near downtown

- *This is a unsafe and very concerning idea for many reasons. Cars drive VERY fast down Waverly Way and adding additional parking stalls would jam up this road and could be very unsafe for additional cars to park. There is NOT enough space to add stalls along this side of this road. This space along the road is used mostly by bikers and runners. This would take away the safe area that bikers have to ride their bikes. This is already a very crowded space and adding parking spaces would be a terrible choice and would add to the safety concerns that we already experience in Kirkland. This idea is a significant liability concern, and does not offer a safe option.*
- *This makes the least sense since we witness several people use this street to jog, walk strollers...events and in the summer with all the extra traffic and boat trailers which spill into the street..the would be very unsafe unless you plan to widen the street. and it only provides a small amount of spaces.*
- *The Waverly option is VERY unsafe and a liability to the city.*
"Thoughts & Concerns About Additional Parking on Waverly Way I feel this is a very bad idea and will only add to more traffic congestion on Waverly Way. Accident Waiting to Happen Many drivers of cars and motorcycles

come off Market Street onto Waverly Way at a high rate of speed. Many of these drivers are trying to avoid the traffic backups on Market Street. Adding more parking on the lake side of Waverly Way will greatly increase the danger of someone getting out of their car and being hit by one of these fast and reckless drivers. The chances of an accident or death will be greatly increased after dark due to many people having had too many drinks downtown and being somewhat incapacitated as they stagger down Waverly Way trying to find their car.

A steep hill on the 100 block of Waverly Way will make vehicle disembarkation dangerous, especially for the disabled and families with strollers. (Email to staff 2/24/15)

- Accident Waiting to Happen: Many drivers of cars and motorcycles come off Market Street onto Waverly Way at a high rate of speed. Many of these drivers are trying to avoid the traffic backups on Market Street. Adding more parking on the lake side of Waverly Way will greatly increase the danger of someone getting out of their car and being hit by one of these fast and reckless drivers. The chances of an accident or death will be greatly increased after dark, especially during the summer, when many people, having had too many drinks downtown, are somewhat incapacitated as they stagger down Waverly Way trying to find their car. (email to staff 2/26/15)
- Home Security Issues
- Narrow Street
- With street parking on one side it is already dangerous for residents backing out of driveways. With additional parking on the other side of the street it would make it more difficult and dangerous
- It is a heavy Pedestrian and Bike round
- Pedestrians cross street to us sidewalk. Additional parked cars would make it difficult
- High Pedestrian Traffic
- Narrow road
- Hillside Challenge
- Safety concerns

Narrow Road

- Homeowners don't have driveways and park on the street

Traffic Challenges

- *This seems like it has potential to make traffic around those already slightly confusing intersections more confusing, but maybe 25 stalls wouldn't have much impact.*
- *Again, exiting onto Market can be challenging so should also be a consideration.*
- *Difficulty in exiting to Market street from the west of market area where some additional parking is being considered*
- *Again bad idea! At present, the way that the parking facing east on Waverly would be accessed is to travel directly through a residential area. Down either 5th or 7th West and down 2nd or 3d. Please keep in mind that after the 25 spaces are full, traffic will still be driving through the neighborhood looking for parking. This in effect will direct drivers into our residential area West Of Market. Not to mention the increased danger of frequently speeding drivers onto our streets. Seems like a lot of potential trouble for 25 spaces.*
- *Terrible idea, very narrow, cars enter too fast off Market street, long fall down, congested area with pedestrians etc.*
- *Totally unacceptable! Where would you find the room? The City is already negligent in maintaining the weed trees and bushes which are growing so tall that they are ruining the beautiful view! Also it would devalue the neighborhood. This valuable area of Kirkland should NOT be made to look like a parking lot. There is SO MUCH litter from transients! As it stands there are too many vehicles during the summertime parking illegally and diminishing the appearance of the neighborhood! This is currently one of the nicest looking neighborhoods that Kirkland has - don't make it worse than it already is - PLEASE!*
- *Strongly opposed to this option. There is already significant available parking on this street. Only infrequent demand would benefit. People already drive much too fast on this street and adding parking on the other side would increase traffic, speeds, and dangerous traffic to an area enjoyed by many walkers and park users.*

- Two sided parking would increase traffic and traffic jams and make commuting from homes more difficult. (Email to staff 2/24/15)
- Do not want increased traffic on our street by thinking of additional west side parking. Clearly, employees of several businesses park in the park all day. Even in the rain with no one in the park, the parking stalls are half full. Why not put a time limit on the park parking and leave the street parking as is. There should only be parking on the east side of Waverly Way. Market Street parking is like a park and ride. The same cars park every weekday and ride the bus and take up all the merchant parking and customer parking for the entire day. If you want to do something about that just put time limits on it. (Email to staff)

Not close enough to downtown

- *Waverly Way isn't even near downtown. Why is this option on the list? Are we expecting visitors to downtown to walk this far, and up a hill?*
- *There is already public parking space along Waverly Way. These spaces are only full during the busy summer weekends. They spaces are not used 90% of the year because it is too far from downtown to provide relief. This area would NOT be a natural area for those wanting to park downtown.*
- *This option shouldn't even be on the list, as it's not close enough to downtown. Do you really expect to walk a half mile from their car to Hectors??*
- *Rather far from town, and not likely to be used by quick visitors into the city.*
- *A little off of the beaten path, but probably a good option for those who use the park and boat launch*
- *Ok option for recreational users (dog walkers, joggers, etc). Those coming into downtown for lunch, dinner, coffee meeting, shopping are not going to park that far away.*
- *this sounds like it would only benefit people going to the park and that immediate neighborhood*
- *Good idea, but again without knowing the cost it is hard to determine if I agree with it.*
- *Waverly way is too far away (2/13 meeting with stakeholder)*
 - Waverly way is actually further away from downtown, with similar elevation gain from the south side of City Hall (email to staff 1/5)
 - Too far away for downtown customers – people won't park and run down for apt or errand
 - Too far away – 8 minutes to sur la table which is the closest business

Affects Character of Park

- *This is a signature park and it should be seen and not hidden by cars.*

With the improvements needed it is not a low cost option

- Cost was changed on survey after draft study came out
- Mitigation would increase cost of solution

3. How could the city address these challenges or concerns?

4. What other information would be helpful in considering this option?

- Does Parks enforce who parks in the parking lot?

5. Additional Ideas related to the option

Better signage and expand parking in Heritage Park

- There is capacity in Heritage Park but no signage. Counter: when there is nice weather after 4pm it is full.
- Tennis court Parking is not used.

- Need additional no parking on street by Tennis Court
 - o for pedestrians to see traffic
- Could you expand parking in the Heritage Park lot by cutting into the embankment?
-

Option 4: Increased Supply - Shared use with private parking

1. How would this option be beneficial to the downtown parking problem?

- *This should be done immediately if the stalls are located downtown. I believe those needing the parking would happily pay for the cost of parking in privately held stalls. This is a much better option than pushing the parking options out into the residential areas of Kirkland.*
- *As long as the parking is in the business district, why not?*
- *I think it's a great idea to expand parking stall use under many scenarios. This sounds like another good idea.*
- *Yes - this should be the top priority. Saying the cost is "high" seems wrong. What costs? The focus should be on smart incentives for developers to add shared or public parking.*
- *If there is current underutilization during peak times of these stalls, this should definitely be pursued.*
- *the cost of NOT having parking downtown Kirkland is higher. Look at all the "For Lease" signs in the windows*
- *New property owners should be required to add public parking with building permits*
- *Excellent idea! Why is the cost high?*
- *Yes. Let incentivize developers to add more parking capacity to downtown. Kirkland is a vibrant market for development and I don't believe our city council or planners are requiring these new developers to contribute to our city's infrastructure, as is commonplace in other municipalities. Instead, the residents and business owners are stuck with the burden of school overcrowding, traffic congestion, intersection failures and...insufficient parking, which are becoming the hallmarks of our new, denser Kirkland.*
- *Private lot owners in the crowded downtown area need to contribute to the community's needs by providing open parking in at least part of their property. If they wish to charge a bit to anyone who is not a resident/patron/whatever that is fine but space is at a premium. Opening parking to the general public would demonstrate that they value Kirkland residents. Plus some of the attendants are threatening and rude. A friend of mine parked in Hector's lot for lunch but had to leave before being seated due to an emergency call from her child's school. The lot attendant started screaming at her to "never come back, I got your plate number!" and she is a Kirkland resident too.*
- *Yes, this should be done. Particularly with Park Place redevelopment. Get agreement to put paid city parking in their lots, allowing them to build more underground parking if required. Park Place should be a very transit, walk, bike oriented development so please do not force them to build a bunch of parking that will not get used. Instead the development should be built to encourage car-lite and car-free people to live there and provide great options for getting there by bike from the CKC and other directions.*
- *We need to explore all options, as far as I'm concerned I would be willing to fund through taxes alternative parking projects*
- *When the opportunity presents*

2. What challenges or concerns might there be with the option?

-Can we ensure Antique Mall parking supply stays? (1/14/15 KAN meeting)

- *The city should not pay for parking in private garages, but should encourage private owners to open up their excess parking for paid public use. I would support the city providing wayfinding signage for private garages available to the public.*
- *I believe this would be expensive and difficult to arrange. Joyce Kirk, 216 Waverly Way, Kirkland*
- *sure*
- *Downtown Kirkland is mostly a social gathering destination (meet up for food) - long term parking is only necessary for employees. If it becomes too difficult to park, visitors will choose to meet in Bellevue where plenty of options and parking exist.*
- *I prefer public parking or transit growth*

- *This should be investigated but it will be complicated and expensive, as well as possibly confusing for those seeking public parking.*
- *Not acceptable!*
- *This is not a viable option.*

3. How could the city address these challenges or concerns?

- *Zoning set back requirements is preventing redevelopment in downtown (downtown merchant)*
- *Let the antique mall have an extra floor to have more parking (downtown merchant)*

4. What other information would be helpful in considering this option?

- *Why is this option "High" cost? It should be accurately labelled as "No Cost" as it involves partnering with the developers to build shared parking. Specifically, Park Place and the Antique Mall are once-in-a-generation opportunities to add significant public parking in downtown. It appears the City is trying to bias against this option by labelling it "high cost" when there don't appear to be any actual costs involved.*
- *Not sure why the cost is high? This scenario is highly problematic. Ask the property owners how many of the ALREADY have parking agreements to serve employees downtown. Many probably do, the City just doesn't know it.*
- *Need more information*
- *I would need to know more about locations. Worth investigating.*
- *I am not sure how this would work and without more information I am not in favor of it.*
- *For example, where? Not enough info here to provide feedback*
- *Perhaps. Depends on cost. However, we should not be requiring excessive parking minimums in order to turn around and ask for shared use afterwards.*
- Monitor Existing requirements of developments
 - o What are these current requirements and how are they being used?
 - o Better coordination between City and Development parking of monitoring and utilizing spaces
- Heathman parks employees in library instead of their garage
- Bank of America/101 building has 40 spaces that could be better utilized
- Should new developments have to pay for existing parking problem
- Ask private parking management companies what their occupancy trends are
- Can we give incentives to property owners to turn buildings into increased
- With development agreements, don't only make parking a requirement but have regulations that make employees of that development required to park there. Businesses need to supply enough parking at their location for employees and customers
- Heathman hotel has parking but employees take up space in Library garage.
- How can be partner with Sound Transit for Park and Ride capacity?
- How is right size parking regulations being monitored?
- Find of more on current parking supply and how to maximize
- Microsoft Leases in downtown
- There needs to be better coordination and partnerships between developments and City to address the problem.
 - o Planning commission discouraging Talon to have as much parking as they proposed
- Parking revenue needs to go to additional parking
-

5. Additional Ideas related to the option

Faith Base Parking Lots

- *Faith base groups and businesses have parking available. There is supply which should be coordinated with parking owners to let parkers know space is available (City Council Comment).*

- Church parking is too far away (2/13 meeting with Stakeholder)
- Like the suggestion for more efficient use of Church parking lots (email to council 1/4/15)
- One suggestion has been to contact churches in the area and discuss options of using these underutilized parking areas during non-religious times
- Faith Base
 - o What's the cost
 - o Some are used for tent City of Kirkland
 - o Lots are too far away – in the “spillover” zones
 - o There would need to be better enforcement of employees
- Direct employees/commuters to shared use options
- To address the employee parking start with the biggest employees to find off site parking.
-

Existing Private Parking Lots

- Use of Microsoft lot on after hours/weekends (Council Comment),
- Make office parking lots pay parking lots at night
- Pilot leases with existing developments to see how it could best be used and promoted
- Create partnerships unique based on each development
-

New Developers

- Park and Main/Antique Mall and Parkplace (1/6 Council Comment),
- Partner with developers to include some public parking in anything built in Downtown (email to council 1/1)
- Development of Park Place office a unique opportunity to provide convenient parking of the businesses and customers of the new park place (email to staff and council 11/25)
- Transition the tenants of 434 Kirkland Way to the New Park Place and increase the size of the footprint and associated development and parking of the New Park Place (email to staff and council 11/25)
- Incentives for Park Place and the Antique Mall locations to add public Parking for “once in a generation” opportunities to add a healthy supply of off-street parking to downtown (email to staff and council 11/24)
- Work with new developers to build public parking.
- Much more emphasis needs to be placed on the once-in-a-generation opportunities created by the development of Park Place and the Antique Mall. By providing appropriate incentives to the developers of these properties, a significant number of public/shared parking spaces could be created. This would be a lasting legacy of the current City Council and City Manager, and something future Kirklanders will be thankful for.
- Require the developers to share in minimizing their impact to our infrastructure and for those in the downtown area to add to the public parking supply.
- Don't miss out on the opportunity to influence the Park Place development, to add shared or public parking!!
- General unease about how Parkplace redevelopment will affect density and parking options.
- I think new construction should require adequate parking. Some parking issues are created by residents needing additional parking. I know some of this is a push for use of transit, but unless you restrict the ownership of vehicles, all that happens is pushing parking out to public areas. If you want to build less parking for residents, perhaps actual vehicle limitations should be in the lease or condo rules.
- I hope whatever development is coming to Park Place will include a significant parking structure.
- Partnership with Talon on increasing parking Supply at Park Place
 - o Would it be used
 - o Who should pay for the increased supply
- New Developments
 - o City should invest in floors of parking in new developments
 - o Dig under the Antique mall and tunnel under the city owned streets – may have infrastructure challenges
 - o Needs to be okay for the City to spend money on parking solutions

- The concept of the city providing free parking is outdated
- Businesses and development should share the cost of parking
- Systems for individual parkers to pay for parking in shared environment instead of the City of Kirkland
- Right Size Parking – reducing parking in park and ride zone does not work. Need to increase the amount of public parking
- The city should have purchased the antique mall. Would have been the best location for a large supply of parking.

Option 5: Improved Operations - Pay Parking

1. How would this option be beneficial to the downtown parking problem?

People will pay for in demand parking

- *Any place where parking is this heavily used has parking that is too cheap. Land in downtown Kirkland is highly valuable. If people really want their cars to be that convenient, they need to pay for it, and the cost needs to be high enough that there is always space available.*
- *Yes, this is the right approach for the city to take and is really the only fiscally responsible option. Of course when you ask voters: "Do you want parking to be free or cost money", most people will say free and complain if you suggest charging for it. And businesses will say the sky will fall and they will go out of business if their customers have to pay for parking. But downtown Kirkland is a desirable destination that will not be harmed (neither the public spaces nor the private businesses) by paid parking everywhere, including on street. There are many many more examples of successful transitions by cities from free to paid parking. Failures are tough to find. The city should do this (and not just because I never park a car downtown so I don't want to subsidize those that do if the city builds more free parking).*
- *Those visiting downtown will be willing to pay to park and fund additional spaces from private locations or by building a lot/garage.*
- *Parking downtown is too cheap. This is obvious because it is full.*
- *The days where it makes sense for Kirkland downtown to have free parking are long gone. The city should have switched to charging for all city parking spots years ago. Gas prices are low right now. Great time to talk about adding a bit of extra cost to people who want to drive downtown.*
- *Keep considering it.*
- *I would support a study. Joyce Kirk, 216 Waverly Way, Kirkland*
- *Probably necessary -- no one likes to pay, but if it keeps people moving and opens up spaces, sure*
- *Kirkland's welcome mat is already tarnished with the parking enforcer's ticketing reputation and policies enforced. It says - we don't want you to be here long!*
- *Charging for on-street parking in high-demand areas is critical. We should not consider any further public provision of parking without getting this right. Many on-street spots are more popular than the city lots. It's completely backwards that we don't charge for them. As for the other city lots, that should be demand-driven. If you're over 85% occupancy, you need to be charging (or charging more if there is a current fee).*
- *I would be fine with changing downtown street parking to pay parking. It would give people the flexibility to park downtown for longer periods of time if they need to, plus it would encourage more biking and walking. One downside - it might push more people to park in nearby residential neighborhoods.*
- *Good!*
- *Good idea*
- *Good. If the demand is high enough, then Kirkland needs paid parking in it's downtown core.*
- *Yes! Institute pay parking as a disincentive for driving only habits, we all need to use more public transportation*
- *Are we sure people aren't willing to pay to park? (1/14/15 KAN meeting)*
- *The report takes a very timid approach with respect to paid parking, particularly on street. Many of the most desirable parking spots in town are free on-street locations. Prices should be highest in the most in-demand spots... Charges would mean that*

parking would be available for those who are unwilling or unable to walk further. Today, it's a random lottery with far to much cruising for parking...(1/4/15 Citizen email to Council)

- *Look at metered parking downtown instead of free parking (1/6 Council Comment)*
- *Pay parking is needed and would help the problem. A 2008 retail consultant said pay parking is needed to create turnover.*
- *Lake and Central needs to be pay parking all day (2/13 meeting)*
- *Why is pay parking a problem – Merchants can use parking tokens as validation (Downtown Merchant)*
- *\$1 an hour is not expense (Downtown Merchant)*
- *There is not much privately provided public parking in Kirkland. It's because the City gives away so much parking for free (Kviews comment)*
- *I'm strongly in favor of using pay parking. (email to staff 2/27/15)*
-

2. What challenges or concerns might there be with the option?

Free Parking is needed to attract shoppers and businesses

- *Unlimited free parking is important to Kirkland shoppers.*
- *I grew up in a city where the malls offered free parking. This act of hospitality was so profound that it destroyed the shopping areas where paid parking was required. I think that Kirkland will attract more business if it keeps parking as free as possible. I know that it is a revenue stream, but I avoid most shopping in Bellevue and Seattle where I have to pay to park. And it's not at all about the money for me. It's about convenience, and in Seattle, about safety. I don't like arriving and then having to fuss about getting out cash or a credit card, going to the pay stations, dealing with a machine that more often than not has function issues, returning to my car with the slip, etc. Keep Kirkland Convenient! And you'll have more stable businesses and more tax from them if they have a steady stream of happy visitors to Kirkland.*
- *we don't need more pay parking. The shoppers will go to Bellevue where it is FREE*
- *Parking issues are already an issue for visiting Kirkland. If I couldn't find free parking, I doubt I'd ever go there.*
- *I'm opposed to pay parking because it further penalizes Kirkland businesses, which are already struggling to compete with other more "full service" nearby shopping districts that offer not only a wider range of stores and businesses, but have free parking (Redmond and Bellevue).*
- *I will never pay to park on a downtown street. If that means the local businesses suffer, so be it. If I want a cup of coffee or a meal, there are many more choices with free parking. Sure, you can reduce demand by forcing people to pay. You might as well just kill half the people in Kirkland - that would reduce demand too!*
- *Free unlimited parking is important to Kirkland shoppers. They can feel free to follow their interests, walk through the Downtown shops, stop for lunch or diner, etc., if they do not have to worry about getting an expensive ticket for exceeding parking time limits or having to pay for potentially unnecessary parking time just-in-case they stay longer than expected.*
- *I would prefer fewer pay for parking options.*
- *I guess I don't often try to get to town during hours of peak demand. I must admit that paying for parking would really discourage me from visiting businesses casually. Seems like it might also push people further into residential streets or abusing free parking elsewhere.*
- *I would do business elsewhere rather than pay for parking in some of the areas during the day.*
- *Honestly, as a Kirkland taxpaying resident, I really, really resent the paid parking downtown. I think it is confusing and inconsistent. (The marina lot is free until 5pm, the lot by the antique mall you pay until 9pm...or something like that). So I have to pay \$1 to park and ship a box through UPS. Does the impact of the \$1 break the bank. No. Does paid parking create more efficient parking. No. People park where they can, when they can. Time limits are the sole factor to influence turnover. Sure the city likes the parking revenue, but please do not imply that paid parking helps turnover. Paid parking just hurts your businesses.*
- *Free parking is a witness of welcome and hospitality*
- *Free to the public Adequate to support Kirkland businesses. Available to people who work in Kirkland as well as customers. Accessable to people with mobility problems (avoid hills or long walking distances. Well lit for nighttime security. Easy access and exit. Close to businesses. Unlimited time for people to enjoy the city, take a cruise, etc. No meter maids. Consider larger parking garages in Downtown. (I can always find parking at Bel-Square and Alderwood Mall).*
- *parking is free at the mall! that's an unfair burden to downtown shops*

- *By putting in pay parking I'm sure there would be even fewer shoppers coming to Kirkland! This option makes no sense at all! I will not shop here at all if I have to pay for parking! Also, parking has never been a problem for me here day or night! I completely don't understand why anyone would complain. Seattle is the place with a parking problem, NOT Kirkland!*
-
- *We're competing against free parking at Bellevue Square and other local shopping areas. Is there technology that allows free parking for the first 30 minutes (for example)? (1/14/15 KAN meeting)*
- *Love free parking. (1/14/15 KAN meeting)*
- *Other cities have better shopping options in terms of variety and costs, so if we want to encourage people to shop here, pay parking hurts Kirkland (1/14/15 KAN meeting)*
- *Most people only need short-time parking. (1/14/15 KAN meeting)*
- *Pay parking is taboo in Kirkland (Chamber Comment)*
- *Would pay parking turnover come at a cost where visitors leave sooner than they would otherwise or cause them not to come at all (email to council jan 2)*
- *Adjacent cities have abundant free parking- Kirkland must be considered in the suburban context not in relation to urban cities (email to council jan 2)*
- *Parkplace is proposing that their retail parking will be free. Assuming that is the case, having free parking a few blocks away from the downtown core for that retail experience and then having pay parking downtown, causes us to compete with ourselves (email to council jan 2)*

It wouldn't change parking habits or needs

- *I don't believe this would change the parking habits or need for parking.*
- *Increasing paid parking will not necessarily increase the amount of parking available.*
- *I don't understand how this measure will solve the parking supply issue*
- *The issue is that there is not enough capacity, moving and charging differently does not deal with the central issue of not enough parking.*

Increase demand in other areas

- *This will increase demand too much in non-pay areas.*
- *This is going to force day long parkers in the residential streets - which makes no sense if there's not demand during the day downtown for short term parking. Balance it, is ok. Push all long term parking onto surface streets - not ok, I may as well live in Capitol Hill. There had better be a substantial reduction in my property tax if the City wants to offset parking investment this way.*

3. How could the city address these challenges or concerns?

4. What other information would be helpful in considering this option?

-If Parkplace is free but downtown is pay, will people avoid downtown in favor of Parkplace? How do other cities handle this dichotomy? (1/14/15 KAN meeting)

- *Why is pay parking at night – for restaurant turnover*
- *Monitoring is difficult with free parking. How can permit parking be implemented to achieve desired results.*
- *Library garage is paid off – where is investment going to?*
- *What is the impact on spillover? Permit parking in neighborhoods could address this?*
- *What models can we study, did the Consultant propose options or best practices? Answer: There is a set of tools but not one best practice option.*
- *If Park place has free retail parking and the city has paid parking will we be competing with ourselves.*
- *Business Perceptive*
 - o *Residents want free parking but business want turnover*

- Some metered parking is needed
- Would help control employee parking

5. Additional Ideas related to the option

Resident Exemption

- *One thing you could do is issue Kirkland residents a hang tag for their rear-view mirrors. Then you can put in all the pay parking you want as long as you exempt local residents, identified by the hang tags. That way as tourist parking demands increase, revenue will increase but local businesses would suffer much less. In general, as I'm sure you know, pay parking is very bad for businesses.*

Consistent Pricing

- *If the city is looking to turn more paid parking, they should make the terms consistent from lot to lot.*
- Pay station need to be better marked
-

Merchant Validation of Parking

- *Validation of Parking (1/6 Council Comment)*
- *Pay parking, even to the extent that we have it now, would be better perceived if there was a parking validation program downtown for shoppers and diners. (email to council jan 2)*
- *Expanding pay parking, but with the potential of coverage (validation) by local merchants makes some sense.*

Make paying more convenient

- *Decrease amount of time it takes to pay, using monthly passes, coupon books, pay by space vs. pay and display, and especially use technology rather than credit cards and coins (1/6 Council Comment),*
- *Quick suggestion: I was parking at Marina Park the other evening, and found myself standing behind an older gentleman who was trying to get the parking purchase machine to work (the instructions about which way the magnetic strip is supposed to face are incorrect, incidentally). It was raining, and we all were getting wet while I helped him. Seattle uses www.paybyphone.com for its parking, which is much more convenient than waiting in line in the rain for the machine. They charge an extra 35 cents or whatever, which is well worth it. It would be great if Kirkland could do the same thing. Thanks for reading this. (Email to staff 2/16/15)*
- *Parking and Security Management Software Solution www.ops-com.com (Email to staff 2/20/15)*
-

Pay parking should fund a garage

- *Kirkland shouldn't go the downtown Seattle path... if we expand paid parking it should be in a parking structure, not expanding pay stations on street parking*
- *While I'm generally in favor of pay for parking but know that it has mixed effects on urban settings. I think on-street pay stations are a good model, far better than parking meters. I think lots of people are used to them in other cities, such as Seattle, However, I think it might get in the way of some people coming downtown. An alternative: I lived in Salem, Oregon a number of years ago when they decided to improve the downtown business district by providing more free parking. They developed two parking facilities. One was a parking garage very near the center of down town. The other was a gravel lot a couple of blocks away from the center of town that was free for permitted employees of public and private employers in the downtown area. This provided lots of parking for each and really supported a robust development. Another alternative for paid parking is technology that allows people to pay with their smart phones. Years ago, I observed this method in Tallinn, Estonia. The people seemed comfortable with it and there was no need to build on site ticket stations or parking meters.*

- *I do believe adding more pay-to park meters is a good idea if this idea funds a parking garage or additional spaces.*
- *If you want to satisfy the demand for parking, build a parking garage. It can be free, paid, or otherwise. But businesses need parking for their customers, and the City should be able to provide that within the Business District that those businesses serve.*

Pay Parking should reflect demand

- *I think it is reasonable to adjust the hours and/or add pay stations to support more parking availability. Please make signage clear, though, so each vehicle's driver is clear about the requirements. Pay stations for numbered spaces seem to work well. An option to extend time by 30-60 minutes using a phone app or similar would be ideal. Sometimes service is slow or there is a long wait to be seated at a restaurant so a hard limit might not work. Especially on weekend evenings.*
- *Parking in Kirkland is seasonal. The plan needs to reflect that.*
- *Pay parking needs to reflect the seasonality of Kirkland. Demand varies dramatically between summer and winter, and the pay parking strategy should reflect that.*
- *Free unlimited street parking. Residents should have minimum off-street parking provisions. Replace meter maids with a downtown bus service.*
- *The money generated from paid parking downtown should be required to stay downtown. e.g. paying for downtown amenities other than parking like benches, bike racks, park improvements, even public concerts.*
- *add meters to on street parking, institute penalties for move to evade*
- Meters - I feel that Single Space Meters are far preferable to multispace pay stations, and it appears that their purchase price would be even cheaper on a per space basis. SSM's can be used to selectively put a few meters in one block, or even just a single meter. I have previously advocated for "One Metered Space Per Block" as a way to introduce a small amount of pay parking spread evenly through the downtown. I can provide details on that concept if there is interest. (Email to staff)
- Balance between creating turnover vs people going to another neighborhood?
- Time limits create challenges for certain experiences that may take longer
- Shoppers will Pay
- No pay before 5pm
- Pay lots and frees streets
- Increased pay parking in downtown would increase spill over into neighborhoods
- Why is the City afraid of pay parking – what is the big deal.
- Would pay parking increase Spillover
- It should be pay during high demand periods
- New supply should be pay parking
- \$1 an hour is reasonable to pay
- Need to have pay parking on streets – single space meters
- When increased parking supply downtown need to implement the Residential permit zone.
- Look at past parking study on Pay parking
- Last time pay was implemented the quality of downtown locations dropped
- Need to get the landlord and tenants into the conversation

Option 6: Improved Operations - Branding and Marketing/Communications

1. How would this option be beneficial to the downtown parking problem?

- *This could be very helpful to visitors, and give Kirkland a more advanced feel than it currently has for shopping and infrastructure. Ease of use draws folks to a town, and this could add to ours.*
- *This could really help people understand where they can park. It can be VERY confusing for visitors to find parking.*
- *Great idea. It would help people find existing and new parking. I've noticed unused spaces in existing parking garages that people did not appear to know about.*
- *It seems likely that increasing the visibility could reduce people driving around confused.*

- YES
- Improve signage
- I support this option. Joyce Kirk, 216 Waverly Way, Kirkland
- Clear communication is always good. In our family, we are frustrated with not understanding the options and often paying on average \$70/month in parking fines. It's unfortunate this has become a regular budget item.
- Seems harmless, but I don't see this helping much. Needs to be simple.
- worth a try
- This is a good idea. Better signage should reduce frustration.
- Good idea
- agree, essential. most visitors don't know the library parking exists.
- I support
- B
- Yes, clarity always helps, more downtown garages, well marked and directed to will ease demand because supply is more obvious
- People don't know they have to pay in the Antique Mall – can there be better signage and marked stalls so people don't have to go back to their car (Downtown Merchant)
- \$1 an hour is not expense – a big attractive sign stating its only \$1 would help. (Downtown Merchant)
- Better education of number of parking stalls to help change perception that there is never any parking (Merchant meeting)
- We more attention to detail at the windshield level – The antique mall doesn't advertise public parking and you can't see the public parking sign as you drive in to Merrill gardens – both signs have remained the same for a year (1/4 email to council)
- I have no expertise in marketing vs signage vs whatever else, but I agree with improvements in communication in general. (email to staff 2/27/15)
- I agree that a lot of frustration with parking is from the experience of driving to a particular spot and then discovering it is full. This circling around also contributes to the traffic unpleasantness in downtown. So better communication about available spots (or even better the current price of spots) would almost entirely be a good thing. (There's still the negative that anything done to make parking easier will encourage more of it, counter to walkability goals, but I would concede that this kind of efficiency is *far* better than doing things like increasing capacity in every corner of downtown. As such, it's kind of misleading to talk about these improvements leading to a "greener city" when it's far less sustainable than not driving and parking.) (email to staff 2/27/15)
- The signage needs to be taller and easier for those who are NOT familiar with downtown to where parking is available. (Kviews comment)
- Difficult to find parking, not enough signage to locate parking. (Kviews comment)
- I think the signs are a step in the right direction but more advertising needs to be done. (Kviews comment)
- You can park FREE for four hours in the library garage, which is only a stone's throw from the heart of downtown. Perhaps the city and downtown businesses need to do a better job of publicizing this. (Kviews comment)
- Certainly anyone who lives outside of Kirkland (or at least downtown Kirkland) may not be familiar with where the public library is and the free parking along with the availability at the marina. Forget about the different parking guidelines for each. You would need a cheat sheet to keep up with it. (Kviews comment)
 - People don't know where to park
 - Big Branded Signage is needed for all lots
-

2. What challenges or concerns might there be with the option?

Helpful but can be done inexpensively

- What opportunities are there to use standard brand/signage for City-Owned and private owned lots (1/6 Council Comment),
- The brand and visual package are just fine. Please don't spend more money on a new brand. Just put up more signs with the current brand.

- *Yes this should be done, but don't spend a bunch of money on consultants. Just look at other cities to see what they have done.*
- *Parking that people cannot find is useless. Adequate signage would help. Still, who wants to spend the day driving around town looking for parking that is already full? Maybe just post signage telling people that Kirkland does not appreciate people who still drive cars, and if they insist on driving cars they should take their business elsewhere.*
- *It's as basic as adding parking signage that helps drivers find public parking options. I live in Kirkland and I can find parking because I know where the lots are. Add signs to help visitors. This seems like a no brainer that the City should do immediately.*
- *I think too much time is spent on branding. I do think some common sense should be applied to signage. Current signage in Kirkland can be confusing.*
- *Sounds like a boondoggle. I'm sure something like this would help visitors find parking areas. I don't think it will have any positive effect on the availability of parking stalls. Adding parking stalls, (full size, not compact, please) is the only thing that will positively impact parking availability downtown. Residents and merchant clients will know where to park, with or without signs.*
- *unnecessary expense. Invest in new parking places, not fancy signage and branding*
- *There should be standard signage so it's obvious where to park. We don't need to go overboard with it, though, and create cutesy logos, commercials, or mascots.*
- *Quick implementation of signage – A professional should be able to come in and do it quick and inexpensively*
-

Won't help the problem

- *Seems like a waste of time and won't increase the amount of parking available.*
- *Not a good ROI for a city the size of Kirkland. If we charge dynamic market-rates for street parking it will not be hard to find parking at all. So that option completely saves the money we would spend on this option.*
- *Waste of Time, Energy, and Money.*
- *Somewhat silly - to continue further studies and marketing - when you build the Parking, they will come.. it's not like Kirkland is so large that people will get lost in the CBD. People will find parking...*
- *Not worth spending money on this idea. I don't see how this provides additional parking or relief.*
- *I don't think the City should spend much money developing a "Brand"... just get some simple signs pointing to parking. And if you build a parking garage, don't you think it would be pretty obvious where the parking is?*
- *(A) is described in terms too abstruse for my comprehension. Way too many specialized buzzwords. I thought in my ignorance that branding was something you do to cattle. "Wayfinding"? Isn't that what street names and addresses are for? And how does communication get a single additional parking space? And I don't think consistency among parking signs is worth spending a penny on, if that's what (B) is about)*
- *Branding sounds great, ie., KEEPING KIRKLAND KONVENIENT*
- *This sounds like 'consultant speak' for a feel-good project that accomplishes nothing. This does nothing to alleviate parking shortages, and as presented appears to be a waste of my tax dollars*
- *Isn't this already done? I find downtown to have too many parking signs that have created sign confusion about parking.*
- *I REALLY DON'T find parking a problem here. The extra signage would probably drive more people into Bellevue and Redmond!*

3. How could the city address these challenges or concerns?

4. What other information would be helpful in considering this option?

- *I would like to see a cost/benefit study on this before I would spend a lot of money.*
- *I don't get this.*
- *I don't understand how this measure will solve the parking supply issue*

5. Additional Ideas related to the option

- *Part of the brand should be "our employees are not parked here."*

Antique Mall Signage

- *Difficult to know it is public parking*
- *Before measurement and after signage measurement to see how much it works*

- Construction workers are taking up spaces in lots
- Antique Mall is not clearly signed as pay public parking. Pay station is hard to find

Better Signage

- Better/Consistent signage needed. Generic Signs are \$150
- Make aesthetically pleasing signage

Case Study/Creative Solutions

- Whatsapp Video from Korea of balloon showing available parking – S Oil Here Ballow
- Look at other towns as case study/examples – Port Townsend
- Make sure solutions will work before implementing

Better Pedestrian Connectivity

- Better Walking connectivity between parking locations

Distribute Parking Brochures to businesses – merchant meeting

Option 7: Improved Operations - Wayfinding/Dynamic Signage and Sensors

1. How would this option be beneficial to the downtown parking problem?

- Time spent looking for a parking place takes away from time spent shopping- support of technology that shows available parking. Signage is important so that people know about all parking options. Some places are poorly signed, so people don't know they're legal. (1/14/15 KAN meeting)
- Its hard to know the layout of all the parking lots. How can we work with public and private lots to show where all the parking is located. (2/13 meeting)
- The reader board would be updated dynamically to reflect available spots in this lot.
- This could reduce the frustration and mindless circling (where people do not pay attention to other cars and pedestrians while they are focused on finding parking).
- We will need this eventually. Plan for it.
- I support this option. Joyce Kirk, 216 Waverly Way, Kirkland
- This we should certainly do. (If nothing else, it will stop the whining about not enough parking as people drive past the sign that says "50 spots here"). But if people are more confident about entering an unfamiliar garage, that has to drive some efficiencies in utilization.
- worth a try
- In the long term, this would be ideal. I find these signs incredibly useful in the Bellevue Square parking garage and other parking places that use these digital parking signs.
- Knowing where parking was full and where it wasn't would be very helpful and save time/emissions from driving around looking for spaces in full lots.
- . And where to park needs to be more obvious-- simple signs could do the trick. Many people might not know they can park at City Hall on the weekends either.
- Agree, essential for more effective flow in summer.
- support
-

2. What challenges or concerns might there be with the option?

- Seems like a waste of money and still does not address the short/long term need for additional spaces.
- This is cute, artsy downtown Kirkland. Not an airport. We really shouldn't have the overhead for Wayfinding or Dynamic Signage and Sensors in downtown Kirkland. Sounds obnoxious and expensive.
- Too expensive to make much of an impact.
- Ridiculous use of public money. First charge for all parking. Until the city does that, this is not a fiscally responsible option. If charging market rates for parking everywhere still leaves us with a parking problem, then we can explore these options.
- Same comment as before - Kirkland isn't Gotham or a mega metropolis that is difficult to navigate... people will find parking. Why does Govt and leadership make things so complicated... space is infinite, parking is finite.. we have boundaries and parking isn't worth anything with out a business to visit. Parking should be on a 2-3 stalls per 1000 of space - Business and retail have different needs... study that then calculate based on the finite space Kirkland has for parking - revisit study every 5 years thereafter..
- This works in a small area (e.g. SeaTac parking), but may be of limited value in a large area like Kirkland.
- I'm skeptical about this one. I've often seen signs that say a lot is full when in fact it isn't, so people may be inclined to ignore the signs. I'd be more inclined to support onsite signs vs. remote signs.
- I like the idea of increasing efficiency of finding a stall, but if cost is high I'd likely put my dollars elsewhere. I like this better than paying private owners for more stalls at a high cost.

- *Unless much more parking is being added, I can't see the need for dynamic signage. The number of spaces in each lot is quite small compared to bigger cities. Are you really going to say 2 spots available on Waverly, 2 on lake, 25 in the library garage, etc.? Especially when parking rules in all these places varies.*
- *Not sure how necessary this is. I would rather focus on a parking structure.*
- *don't bother. Invest in new parking places, not fancy signs*
- *Don't over complicate a simple problem.*
- *Not in favor of due to the cost.*
- *Wasteful use of tax dollars. We don't need a nanny to help us find an open slot. We need more open slots.*
- *No. This is just more manmade garbage and more unnecessary visual distractions to clutter up the already somewhat claustrophobic-feeling downtown area.*
- *This would be an unnecessary expense. How about improving the roads! They are too bumpy!*
-

3. How could the city address these challenges or concerns?

- *If you're going to do this, you should also be able to do dynamic pricing of the parking that is available.*
- *This only makes sense if there is actually adequate parking available. It would still be frustrating to drive around town only to find that all of the parking lots were full.*
- *When the property south of City Hall is turned into a parking lot, it makes sense to have a reader board in downtown informing visitors that there are ~100 parking spots available in this new lot.*
- *Ok for large parking garages*

4. What other information would be helpful in considering this option?

- *would like to see a cost/benefit study.*
- *Sounds interesting. I would like to understand the technology a bit better*

5. Additional Ideas related to the option

- *Video-based sensing, use wireless technology to save money, (1/6 Council Comment)*
- *Its good to work now with future private parking developments like Parkplace to plan for coordinated branding. Like technology approach but need to see costs for each option (1/14/15 KAN meeting)*
- *Businesses need to educate their customers on private underground parking options (2/13 meeting)*
-
- *Parking Enforcement cameras should be able to pick up the spaces available and the Parking Enforcement should act more as a concierges of informing people where to park instead of only giving tickets*
- *Ask me about Parking in Kirkland signs for Businesses*
-

Option 8: Improve operations at the library

1. How would this option be beneficial to the downtown parking problem?

Benefits

- Elevator needs to be cleaned at least once a week. (Downtown Merchant)
- Maintenance of library lot is awful – the city needs to be responsible for a public place (Downtown Merchant)
- Library garage was dark, creepy and felt unsafe to me. The lighting needs to be brighter. The City of Kirkland should provide adequate lighting in and around public buildings and walkways to assure the safety of all your citizens (Email to Council 2/8)
- this offers additional parking spaces at the time of day when demand is high.
- signs are cheap. Losing business customers because the City won't build adequate business parking the business district is expensive, in the short term and in the long term.
- Again, terribly worded. If you mean should the spots in the garage which employees park in during the day be available to the general public at night, then of course. As for maintenance, I have no idea what you are describing, sorry.
- Yes, have as much multi-use spaces designated by times as possible. All stalls should be available at all times, either to staff during business hours, and then to all others during off times.
- I agree, it is not well maintained space so don't feel comfortable using it plus it is not clear when you can park there in the evenings.
- Yes this should definitely be done.
- Absolutely a good idea. This is a core parking location, and should draw well.
- women will NOT park in parking garages..they have seen to many movies where something happens in the parking garage. Don't build underground parking they won't use it.
- The signs there are horrible. Also many of those same spots are empty on the weekend and frustrating to come across.
- Yes, fix the sinage
- Signage improvements are a GREAT idea! The library garage signs are VERY confusing! We must provide safe pedestrian access at the garage entrances. The west exit onto the sidewalk is dangerous because neither drivers nor pedestrians can see what's coming.
- Yes! I have often wondered if I can use those stalls after hours. This is a great way to better utilize what we have. Do this before building a new lot at city hall.
- Signage is important. Kirkland may make a lot of money on parking tickets, but people do not like to take a chance on getting a ticket when signage is not clear. Even if they can get the ticket reduced, it still takes time to go to court. Probably not worth the effort when there are other places to shop.
- All you have to do is install signs that let visitors and employees know when the parking spaces are available to whom.
- I support clear signage at the library.
- Good idea.
- I constantly see people who are not library employees parking in the library employee spots, especially for baseball games, etc. The library is open most days after 5:00, so I question whether these spots are underutilized at all. I am not a library employee, but a library user. I think if you are going to make moderation to the employee spots, they should be to restrict parking around library hours.
- Sounds like a good idea. Although I'm confused. How are you maintaining these stalls now? Why would they require an additional annual funding mechanism to continue said maintenance?
- Sounds like a better plan. There is not enough parking under the library available to non downtown employees. When you converted an entire row to permit only several years ago people stopped bothering to find a spot there. The garage traffic flow is very poorly laid out so why bother? As a parent of summer swim team participants, having to move my car because I'm there for 4.5 hours (thus just past the 4 hour limit) is incredibly annoying.
- "Optimizing the investment" sounds reasonable - except that it was our Tax \$ that create that investment for the City to optimize... feel free to "optimize" is - under a business case scenario - but have the optimization cover the annual maintenance

so there is no on-going annual funding - manage it like a business, at a breakeven + a % - be responsible and use the returns on the investment to care for the investment and not for other purposes... demonstrate responsibility in governance.

- *Do it!*
- *Improve signage and lighting*
- *Update the signage so visitors can use the stalls after 5:00 pm. Joyce Kirk, 216 Waverly Way, Kirkland*
- *sure*
- *Yes, please change this message. Our group used the conference space for a meeting on a Saturday and could not find parking. There were several floors of open spaces with signage restricting use for permit only with no hours which was ridiculous.*
- *Seems like an easy obvious fix. We must do maintenance. How can we even consider building new parking if funding for maintenance is uncertain?*
- *makes sense to update the signs to expand parking opportunities*
- *This sounds fairly straightforward and helpful.*
- *All stalls should be used to capacity.*
- *"on-going high quality maintenance" is what we are paying for already. With the information provided, this sounds like more waste. Adding signs on thoroughfares entering Kirkland that state 'park free at the library' make sense.*
- *Visitors often avoid this garage because people live in it, do drugs in it, drink in it, trash it, and use it as a bathroom, especially the elevator. It's unsafe. If more people are expected to utilize the garage, then we cannot allow people to party or spend the night in it, there needs to be better security, and it might even need to be locked down during certain hours. The garage is known as a cesspool of Kirkland, so new signage and such isn't going to solve the public health and safety issues that have existed there for years.*
- *A good idea.*
- *This is a no brainer. Good idea*

2. What challenges or concerns might there be with the option?

3. How could the city address these challenges or concerns?

4. What other information would be helpful in considering this option?

5. Additional Ideas related to the option

- *-The library garage west exit is a safety issue: blind exit with no pedestrian access. (1/14/15 KAN meeting)*
- *Pedestrian safety concern at library garage entrance. Could a blinking light be installed? (1/14/15 KAN meeting)*
- *The driveway coming out of the library parking lot onto Kirkland Way has red zones painted on the curbs, presumably for sightlines. I have long believed that these red zones are massively too large. I think you could add 2 spaces on either side of that driveway.*
- *Could we give employees a fab that gives them access to the elevator so only employees could use it. (Downtown merchant)*
- *Could the red curb in front of the library (on Kirkland Way at 3rd St.) be used for parking? There are two or three potential spaces there, and I don't know why parking isn't allowed there. (Email to staff 3/12)*

Option 9: Parking Application app including pay by phone

- **How would this option be beneficial to the downtown parking problem?**
- *pay by phone is simple and easy. But if there aren't any spots, who cares?*
- *It's time to catch up with Estonia.*
- *Probably very useful, if accurate and properly functioning. I would think there should be ways for the companies who are installing and implementing these programs to subsidize the start up costs for the city (similar to the red light cameras) based on a percentage of future revenue.*

- *Keep looking into this in the long term.*
- *This option should be approved. Joyce Kirk, 216 Waverly Way, Kirkland*
- *pay-by-phone does seem to be gathering momentum, so probably a good idea, especially if more spaces become pay zones*
- *In the long run, this would save time and frustration. I would use an app like that.*
- *Please please bring in pay by phone app.*
- *support*
- *It's only a matter of time, this will be standard stuff*
- *We have to do it*
- *Great way to merge Private and Public lots*
-
- **What challenges or concerns might there be with the option?**
 - *To complicated to use "on the move."*
 - *Good idea IF IT WORKS. I have had nightmare experiences with this in Seattle.*
 - *Skeptical if this really works well.*
 - *Limited use -- seems like more effort than value*
 - *As a Windows Phone user, I doubt you'd provide an app for my phone :P*
 - *Seems like something nobody would actually use*
 - *I don't like this idea because it encourages people to look at their cell phone while driving through a congested area. This seems very dangerous.*
 - *Don't spend money on an app, but do charge for parking in more places (everywhere)*
 - *I do not have a smart phone. And I still do not like to pay for parking. Especially for short stops. And it is very frustrating when the internet is having problems. The more we depend on online pay systems, the more chances of getting hacked. There is no such thing as a secure payment system using today's systems. Everyone eventually gets hacked. I would rather not have to worry about it.*
 - *Nice to have but not worth the ROI. Let's not buy the Cadillac and explore the Honda (sorry Ford Focus?) options instead. We definitely need to take credit cards. Anything above and beyond that is a nice to have but we have much better things in Kirkland to spend that money on.*
 - *Meh...*
 - *Sounds like a good concept, but my hesitation is that it may encourage people to be looking at their phone instead of watching where they are going. Pedestrians and other drivers could be endangered. If this can be resolved then it would be a more attractive option.*
 - *I don't use apps while driving, and I'm not sure I want the driver next to me doing that either. But maybe I'm just over 50.*
 - *I doubt the cost of this would every justify the benefit.*
 - *Too expensive. Will be underutilized.*
 - *I would hate to see Kirkland follow the Seattle model with New York parking rates. Don't over-invest in mobile apps that are likely to have limited use.*
 - *Doesn't seem necessary.*
 - *I personally would not waste time with a special app just for parking in one area, let alone feel comfortable with data being collected about my habits or other information.*
 - *If we do the on-street signs right, I don't see that we need the parking apps. It doesn't seem like it should be expensive if we've built the infrastructure for the on-street signs. But we should prioritize those first.*
 - *Not sure the cost is reasonable.*
 - *Seems unnecessary. better signage will do just fine. No need to develop your own app during a time in our history when the technology is changing so fast that the app will be obsolete by the time it is complete. Consider simply waiting for some entrepreneur to commoditize it rather than waste city resources doing something 'one-off'.*
 - *It's a neat idea since it's convenient, but if the cost is high, no. There are better things to spend taxpayer dollars on.*
 - *Dislike. Encourages phone use while driving.*
 - *This should be but on the back burner.....*

- *Not even remotely interesting unless there was widespread paid parking AND data on driver frustration. Even so, not sure that it is a smart idea to distribute an app that takes away driver focus especially for those who are unfamiliar with the city. Sounds like increased risk of vehicle accidents to me.*
- *They have proven in larger cities to not work so well! This too is an unnecessary and extravagant expense that we don't need when there are more important issues!*
- A lot of people don't use phones
-
- **How could the city address these challenges or concerns?**
- *For this option, the City should reach out to a mobile app provider and offer to partner in a manner that requires the app provider to bear the costs of system implementation.*
- **What other information would be helpful in considering this option?**
- **Additional Ideas related to the option**
- *Definitely have mobile apps to see available spaces (Council Comment)*
- *Chamber heard a presentation from a developer who could create an app and it could incorporate advertising of local businesses. With this option there may be potential of parking enforcement cameras being able to pick up and feed open spaces into the app. – Merchant meeting*
- Chamber has a proposal from an app developer. The App is a map of all available parking and would lead drivers to parking locations. The initial investment is \$12,500. Could partially be paid by advertising. Instead of having instreet sensors as outlined in the study could the Parking Enforcement Technology pick up on available spots and send the data to the app to let parker know. When people parks ads could pop up for those business close by. Merchant meeting
An app should be market driving – have the chamber do it
- I noticed that the parking lot on the north side of Kirkland Ave & West of Main Street is using technology for wireless phone payment which is provided by QuickPay. This would be a quick solution for the City to look at. I see on QP's web-site Salt Lake City is a customer, which is larger government parking manager than is Kirkland. <https://qpme.com/> (Email to staff 3/10/15)
- I recently met with a company named Parknav that provides a mobile app to help parkers find parking spots. To give a sense for cost, I was told that the initial set-up and development cost is \$20-\$40K, which involves spending time with the City to inventory all of the available parking spots in the downtown core. Once launched, the operating/licensing costs are \$40K/year. There is an opportunity to offset these costs by allowing local business to advertise within the app (e.g. a visitor using the parking app could see an advertisement for Hectors). This is optional, if the City were interested in offsetting costs. From the company, "Parknav uses predictive analytics and machine learning to help drivers find available street parking in today's metropolitan areas. The free app is already available for drivers in Chicago, San Francisco, Munich and Hannover. Parknav is also already available in the top 30 cities of Germany as a B2B solution. Parknav will next be available as a B2B solution in the top 10 cities in the US by end of Q2/2015." Note that the service does not require real-time inventory of parking spots. Although this lowers the cost to operate the service, the trade-off is that the parking recommendations are educated guesses, rather than specific knowledge of open parking spots. (Email to staff 3/11)

Valet Service

Has the city explore the valet app services to use for City Hall? – Merchant Meeting

- Look at existing apps instead of creating new one.
- Register parking locations on Google or Spothero – quick/low cost solution!

Study Comments

Comments related to the study

- Council Comments from 1/6 meeting are not evaluated in Public Outreach survey nor do they have cost and time to deliver each option, which is misleading (2/18 email to staff)
- City characterization of projects is misleading and incomplete (2/18 email to staff)
- Market neighborhood comments were not accepted prior to the draft study being released (2/18 email to staff)
- Neighbors have been in ongoing contact with the city to try to get involved in the creation of the options. It was in the scope and didn't happen (1/31 stakeholder meeting)
- Study has design flaws the City should provide access to the consultant, to provide feedback on the study and its methodology and approach. (1/31 stakeholder meeting)
- If you don't know what the priorities of the parkers are how can you find a solution? Will they even park in the locations presented (1/31 stakeholder meeting)
- Need something to happen immediately Stop talking about it and do something. (Merchant meeting)
- So much hasn't happened with parking that there is a high level of frustration with constituents.
- Options outlined don't even start to address the problem Downtown merchants need a bold big vision with results from the City. Without a bold action the City is making a statement that businesses don't matter (Chamber)
- Even the consultant says in the report that some of these options won't solve the problem and event 150 spaces isn't enough. 98% capacity as stated in the report need a big solution to solve the problem. These options won't even have an effect. (Chamber)
- The city needs to put all options on the table and seriously consider them. (Chamber)
- Positive action plans must be implemented. Talking is not productive. (Employee survey)
- We have had a history of lots and lots of input regarding parking with very little change to show for it. (Email to Council 1/6)
- Study has bubbled up rather quietly through neighborhood communications and Chamber of Commerce members have no idea this study was done (Email to council 1/6)
- Very pleased that an outside firm was brought in to look at the situation and provide some unbiased input (email to council 1.4)
- Stakeholders - In the public process, I would urge the addition of several more groups for feedback. The Kirkland Downtown Association, the neighborhood associations of Moss Bay, Market and Norkirk, the Transportation Commission, the Planning Commission, and the former members of the Parking Advisory Board would be useful. I particularly suggest the last group for their extensive experience with this subject. However, the most useful person stakeholder that has not been mentioned is the *typical person parking here* - mostly people driving downtown to do business, shop, or just visit. I would also include employees, perhaps viewing their input in a separate way. If an ad hoc committee or working group is formed from among stakeholders, et al, I would gladly serve on such a task force. (Email to staff)
- Neighborhood should have been involved in the development of the initial options.
- I don't agree with the basic premise of the study that the amount of parking is a problem that needs to be solved. City council has repeatedly talked about improving non-car-based methods of transportation in the city, and the downtown density of services is the obvious place to start. It is not particularly pleasant to walk downtown until one is within a site such as Marina Park or Peter Kirk Park. The obstacle to parking at the library and walking to somewhere like Sur La Table is not the distance (for many people) but that the walk is kind of miserable. Biking is far worse. This is a direct result of encouraging all of the car traffic downtown. Part of this is the abundance of parking, and part is the heavy usage of downtown as a pass-through to go

somewhere else (beyond the scope of this study, but it contributes to the unpleasantness of downtown which leads to more driving there and the need for more parking). (Email to staff 2/27/15)

- Since the parking is controlled by an existing City Ordinance then any change to the Ordinance would have to occur through a Councilmatic action that would require a full public hearing and citizen input to discuss the specific ordinance along with any proposed changes (Prepared Comments in 2/26/15 discussion)
- *Have you actually talked with anybody who lives in Kirkland? To the businesses? To customers? Or did you just spend a bunch of money hiring some "consultant" who hides in an office? Have you actually walked around downtown and the neighborhoods? Gotten run over by cars searching for parking? Talked to former businesses who have left Kirkland because their customers can't park nearby?*
- Not great data on the options especially on the costs related to each option so options presented and feedback received are misleading
- Public input wasn't included prior to options being presented.
- Need new consultant to do study and not just include what the council wants
- Ask Citizens if they will pay for a large parking investment. Compare interest in ARC vs Parking Garage investment
- Focus on things that can be done quickly or on an experimental basis
- City needs to stick with a policy
- Meter maid is a sexist term
- City doesn't provide parking for its own assets – parks and swimming pool
- What is the neighborhood vs business interest balance and what solutions are reflective of that?
- Have City employees take the survey
- *Why are we increasing demand for parking*
- The information from the outside consultant must also take into consideration community input and info should be merged together
- Consultant didn't hear from stakeholder prior to option being presented to Council
- Need merchant voices – they feel like nothing happens
- Consultant did not interview/meet with stakeholders prior to options being presented.
- What experiences are we trying to serve?
- The problem is that people love Kirkland
-
-

Missing parking spaces

- The report should also include the lot at 2nd St and Central Way (north side of the street) where the city has an easement for public parking. (Email to council jan 2)
- The survey did not include the street parking on other downtown streets such as Central Way and Kirkland Ave (Email to council jan 2)
- To consider 85% utilization in our downtown wouldn't you also have to include all the on street spaces. (Email to council jan 2)
- I'm also a bit surprised by the lack of coverage of other on-street parking facilities. Anecdotally, in the past when I've driven to Sur La Table, I just drive up 1st until I find a spot. It might not be in the first block, but it's simple, it works, and I don't have to cross Central. I assume most of the streets headed north and south from downtown are full of available parking. These days I walk or bike across downtown unless I can just avoid the trip. (Email to staff 2/27/15)

What is the Goal?

- What is the goal and was there an accurate inventory of spots (1/31 stakeholder meeting)
- Specific Target Capacity - Adding a predetermined number of spaces would be arbitrary. Adding capacity is great, but that is only one possibility, and could be quite expensive. It has to be considered within the context of other changes. (email to staff)
- *How much is needed?*
- *Who is there not enough parking for?*

- Customers/Visitors
- Employees
- Commuters
- There are different needs/solutions for each group?
- What causes the parking problem?

Comments related to history of parking issue

- When the Parking Advisory Board dissolved there as a KDA parking committee and it was proposed to hold annual parking meetings (2/13 stakeholder meeting)
- Ideas are never listened too from the city so why waste time – frustrated with past processes and lack of solutions (Downtown merchant)
- Merchants are so used to talking about it and having nothing happen that they may be hesitant in participating (Downtown merchant)
- The end result of last parking studies has been that nothing happens (Downtown merchant)
- Parking study in 2011 collected information from parkers. (Downtown merchant)
- City needs to set a vision, create policies and stick with them (Downtown merchant)
- Parking operations is difficult for retail and you can see that in the turnover and downtown becoming a “food court” (Downtown merchant)
- Its time again to have a Parking committee, but one with some teeth (email to council 1/6)
- We need a committed effort to truly care about the traffic flow and parking in our downtown...this will lead to improved business at our retailers and restaurants... that leads to more tax receipts. (email to city council ¼)
- Parking Advisory Board poll data and reports - The Parking Advisory Board did a lot of useful work from 2004 when it was formed until 2012 when it was disbanded. There An easy way to get more useful data is to go back and look at back and look at the extensive polling done by the city for the Parking Advisory Board in 2007 and 2011. I doubt that the public sentiment has changed markedly since then, but in any case, these are reference points. There are also reports with recommendations that the PAB made that could be helpful. (Email to staff)
- It's not a simple solution
-

Policy Comments

Who's responsibility is parking?

- *-Both the city and developers have a part (1/14/15 KAN meeting)*
- Merchants bought Lake Street lot – city need to provide parking. – Merchant meeting
-
- *The people who use the parking should pay for it, not every taxpayer in the city subsidizing the free parking of downtown employees and visitors.*
- *Keeping costs down and providing more and/or maintaining existing no cost options.*
- *When implementing any such programs in the CBD - primary focus should be on the Business Owners, then the Building Owners, then the residents. Outlying areas would be the inverse.. think about incentivizing a private developer and/or Land owner to turn their structure into a multi-level parking complex - provide them some tax subsidies for a period of time, work with them on permitting and design... let the private sector solve your finite parking issues...*
- *The City should be responsible for providing parking, but it should not be free. In order to keep the downtown area alive and thriving, there should be parking options. The public is accustomed to paying to park.*
- *If the City wants businesses, then the City AND those Businesses should fund the necessary parking. They should invest enough to get the return they want (successful businesses pay taxes. Unsuccessful businesses don't)*

- The city should invest a lot of money in creating convenience. It is what will keep visitors coming to Kirkland. All residents in Kirkland benefit from a healthy downtown, so we should have a bond measure or higher taxes to pay for this.
- I think the City should take a leadership role in this. Without a good plan, we will never encourage the right development of the downtown.
- buy property close to the downtown area...this will increase business revenue
- The City should use smart incentives for developers to add parking. Park Place and the Antique Mall are incredible opportunities to be forward thinking in this area.
- Given that automobiles are a key part of Kirkland's economic and aesthetic future, the City should be actively involved. Some of the options also include significant investment, which can only be supported by the City.
- The city should invest and use funds from parking fees.
- If you want the property taxes to keep going up you must help the small business survive. Hence you must provide parking.
 - With as many older buildings filling their whole property the City absolutely has the responsibility to make sure those building tenants are viable. How much should they invest. I don't know how to answer that question since you haven't really proposed hard dollars yet.
- The city had charged impact fees to downtown businesses for years. The city has an obligation to support businesses especially as they receive taxes from them. Visitors should have a positive experience. It is in their best interest to provide parking stalls either paid or free.
- balance investment with return -- the businesses provide income to the City, and to the extent that the City wants that income to stay the same or increase should determine the amount of investment the City should make. I do think that businesses should provide 80-90% of the funding, as it benefits them most. And if the City wants to increase the number of visitors (to the beaches and parks) then the City should fund that parking.
- Parking is a core feature that effects leasing, the type or business attracted to the area, who visits, length of stay and ultimately revenue. The City should be very involved financially, influentially and in planning.
- The City has a responsibility that needs to be balanced against its other urban development goals. That might mean larger investments, if we exchange today's surface lots for buried structures. The City needs to charge more for parking, and more carefully manage street space which is never going to grow much above its current level. Investments to expand capacity need to be tied to demand as demonstrated by willingness to pay. If we can't get the price above a buck an hour for three hours a day, then drivers have already told us how much they value the parking (not much!), and the city's investment should be sized accordingly.
- Safety should be the City's first concern-- Juanita Dr needs to be improved first
- Downtown businesses should be working just as hard as the city to find parking solutions. This needs to be a public-private partnership, not something that's handed to these businesses on a platter. They're already treated differently than other Kirkland businesses, with the downtown area getting more attention from Public Works, etc. Also think about how to make Totem Lake the thriving center it could be. Downtown can only expand so far and just keeps getting more congested as these big ugly California-style view-blocking condos go in. We claim to be so green but are just getting more artificial by leaps and bounds.
- I have occasionally avoided shopping/eating downtown because of the hassle of finding parking. Improving the parking situation would bring more business back downtown, which is in the city's interest. Parking fees and taxes could be used to pay for the improvements and maintenance.
- I think the city has the responsibility to provide parking, but the business owners should be responsible to financially help in the development of additional parking as the downtown area attracts more consumers.
- The City needs to balance spending on parking against other opportunities to develop downtown. Surface parking, in particular, needs to be eliminated. There are some creative ways to build above-ground structured parking, but we shouldn't be building lots that don't have businesses facing the streets. Even then, we should be careful not to have above-ground lots taking up space that would be better used for office or residential. We need parking because many customers will always want to drive here. But the City needs to lean against catering only to today's uses. We have opportunities to have many more people living and working around downtown in a few years, and they won't want to drive everywhere. They'll walk within downtown, even if they are parked at their office or residential garages.

- Look at the events and the number of visitors expected on a typical summer night; plan for that volume; or don't promote for that volume. Pretty simple, we all plan the same way in our businesses. Customers want to drive, park buy dinner and ice cream - simple. Provide a facility for the customer.
- I believe we should require/partner (whatever works) with development to provide parking options at McLeod's, the antique mall, parkplace, any new mixed use development. It might cost us some money but probably worth it.
- Take it out of things like the cross corridor funding. Take it out of any bike lane funding.
- Parking is an essential city amenity and should be looked at the same as roads, sidewalks etc. For new business construction, parking has to be high on the list so that every new development doesn't dump more anxious drivers into the parking mess. As I said before, Kirkland needs paid parking and a lot of it. In fact, I think downtown parking should be two types - business-supplied and highly restricted, and paid. It makes no sense that there are businesses that employ numerous people AND have many customers yet they have insufficient parking for either one of those needs.
- Forget it!
- Pay parking is fair, charge the user
 - We pay a fortune in property tax for the amenity to live here vs. Capitol Hill, Queen Anne, Wallingford, Fremont, etc. A big part of that for me is the street in front of my house and the ability to park there. If you want to see my parking, please reduce my property tax to five bucks. I am very serious, this was a big consideration in my investment in this community.
 - Require condo's and apartments to provide parking spaces for every registered driver that lives there.
 - With new business construction, Kirkland has to step up and require more parking. The delta between demand and availability is often a joke. In the summer, I have very often had to park 6 or more blocks from my downtown destination. I believe Kirkland needs paid parking garages, just like a real city.
 - Providing a larger portion of parking in new developments not less parking. Despite all the surveys and studies the reality is, people own cars and where parking is not provided, parking is pushed to the streets leaving no room for visitors frequenting the businesses. If this weren't the case, the streets would be bare.
 - If the City Council would make the downtown area more conducive to a VARIETY of small and larger businesses that would improve the whole situation! I hear over and over again that the main problem is the lack of a variety of shops and businesses here! Most everyone I know shops outside of Kirkland for the majority of their shopping!
 - require developers of these new projects to provide parking for the increased number of households
 - Solving the downtown traffic jam in summer from 7th & Lake through 85th. Free park and ride at South Kirkland P&R? Active signage at 520 & Lake directing to this. Ice cream/gelato credit for kids if this is used. Likewise off 85th street? Park on the street in the industrial zone on 7th?
 - It's going to get worse before it gets better. All of these options are worth exploring at this time.
 - No problem with the parking. I have NEVER not found a free parking or low cost parking spot in the last 7+ years!
 - There are more important issues in Kirkland to consider!
 - do not develop Waverly Way
 - cost and effectiveness
 - The city should also require major developments to provide public parking (all the new mixed-use multi story complexes going up).
 - The city should require developers to provide adequate parking. Any city investments in parking pay for themselves because more parking equals more shoppers and visitors.
 - Yes, we have some need to provide parking. But, it must be paid for. Taxes for this purpose must be raised and the Bob Styles' of the community must be silenced with the reality of the situation. You either pay for improvements or you don't get them!!
 - The city is not responsible for providing parking except for at city amenities. The city should not invest in parking. Please don't invest in parking, you have way too many more important things to do with that money. If parking is needed, the private market will provide it, provided the city is not undercutting the market with free parking. The city can help by providing consistent signs, and perhaps even real time availability information, but the parking providers really ought to pay for that. How much nicer would our waterfront be if it were a park and not a parking lot? I can't believe we are wasting such a beautiful public space storing cars on it!
 - Keeping costs down and providing more and/or maintaining existing no cost options.

- *again - parking is finite - no matter what - we have a boundary for the CBD - and only so much can be done... eventually, a building/land owner will see the need make a value decision - remove their structure and build a parking lot/facility... when the natural economic forces are left to their own, a solution will be created. Why does Govt believe they need to get involved - if it takes someone 5-15 minutes to locate a parking stall and they have to drive around the block a couple of times... When a need is there.. it will be solved through the natural forces of business and economics - unless the City would prevent a private parking facility to be built that would solve the problem... then the City would be standing in the way of a solution for the greater good...*
- Fostering a thriving business climate is one of the few core responsibilities of a local government. The more successful our businesses are, the more they will pay in taxes and less homeowners have to pay (Kviews comment)
- Downtown parking is in a critical situation, contributing to a difficult retail environment, constant vacancies, endless turnover and inability to attract quality destination retail business. (Kviews comment)
- We suffer with lower economic development as consumers rationally choose easier alternatives to the difficult reality that is parking in Kirkland. (Kviews comment)
- Where are the impact fees that have been collected?
- City should lead efforts
- Everyone benefits from a healthy, vibrant downtown
- Whoever needs parking the most should pay the most
- The City of Bellevue doesn't do anything regarding parking
- Developments need to provide their own supply
- City should commit to help bring investment to downtown.
- Kirkland has a "true" downtown and the city needs to committee to keep it alive.
- The solutions have to address both Grandfathered Development Parking and New Developments
- Need to make sure new developments add adequate plus additional parking to compensate existing problem.
- It is a lot of \$ to ask tax payers to spend
- Sales taxes will increased and city should put that against parking cost.
- Parking investments should be compared to other investments like the ARC and the Houghton CKC property.
- Come up with an ROI formula to help convenience the tax payers that it is the best investment
- Better Parking Downtown equals better businesses with Better tax receipts
- The City needs the right policies moving forward with new developments but also address the existing problem.
- Explore/encourage free enterprise solutions and public private partnerships
 - Shuttles
 - Other solutions that people can turn into a profit center

Loss of Parking Mitigation plans

- Park lane
- Antique mall
- Park Place during construction

Right Size Parking

- Central Way developments are increasing street parking
- Right size parking is contradicting this study that says parking is needed
- Right size parking doesn't work if there is not the necessary infrastructure of buses etc.
- Right Size Parking contradicts this study

Perception Challenges

- Do we need more parking or do we need a perception change.
- Understand people's decision points. How much availability is needed to have people come and shop.
- Need better education/communication of available parking

- Distribute parking maps to businesses and employees
- Change conversation about parking/shift perception.
- Design and Message Kirkland as one connect Downtown so the perception of distance of parking is shifted.
- The perception of the problem can be even worse than reality. We should educate the public about the parking options and how the city is making difficult and unpopular decisions to assist in alleviating the problem (March 6 merchant meeting)

Neighborhoods as “Spillover” parking

-Neighborhood continues to be concerned that our streets serve as “spillover” parking for downtown, and potential City parking changes may further exacerbate this issue. *(Market Neighborhood Feedback Document presented at 2/11/15 KAN meeting)*

-*The city should be protecting the neighborhoods (1/31 Stakeholder meeting)*

-*We are concerned about a plan that reduces parking downtown and encourages it in adjoining neighborhoods. There appear to be multiple initiatives underway that reduce downtown parking:*

- *Reduction in parking spots on Park Lane*
- *Potential reduction in parking requirements for multi-unit development*
- *Constraints on employee parking downtown that leads to overflow to surrounding areas (if library not available or desirable).*

(Market Neighborhood Feedback Document presented at 2/11/15 KAN meeting)

- *- In Bellevue on some streets no parking is allowed (the city controls this.) (1/14/15 KAN meeting)*
- *-We don't want parking fed into neighborhoods (1/14/15 KAN meeting)*
- *Spill over is becoming more and more of an issue from both traditional multi-family and new single family housing (email to council 1.4)*
- *To help “protect” the neighborhoods surrounding downtown from increased overflow parking, one option is permit parking – City of Bellevue example (Email to staff and council 11/24)*
- *We want to be planful about the change, and have appropriate protections in place so that the neighborhoods don't become spillover parking lots (email to staff 8/29/14)*
- The City of Kirkland's 2015 Pre-Approved Plans document, explicitly states the need to mitigate spillover parking from downtown to protect the surrounding neighborhoods. (Email to staff 2/24/15)
- It is a downtown problem, but the solutions are being dumped in the laps of the surrounding neighborhood (prepared comments in 2/26/15 discussion)
- This is clearly a “downtown issue” and the downtown business people along with the City need to figure out how to handle the issue without encroaching on the surrounding neighborhoods and their way of life. (prepared comments in 2/26/15 discussion)
- *Please do NOT penalize the residential areas by pushing the parking options out of downtown.*
- *Business parking belongs in the Business District. They shouldn't park in surrounding neighborhoods.*
- *Keep parking downtown. Asking visitors to walk up and down hills and up to half a mile to get to their restaurant won't be effective. Don't impact the neighborhoods.*
- *Don't turn the neighborhoods surrounding downtown into parking lots. This would be a failure by the City to respect the character of the neighborhoods. A variety of options have been proposed by the parking study that contain parking to the downtown core, and these should be pursued.*
- *Business parking belongs in the Business District. Don't push business customers, business employees, and commuters catching transit into the residential neighborhoods.*
- *why do you think that downtown parking should be allowed in the neighborhoods (Waverly, Lake Ave)? Neighborhood parking is for residents and guests. Downtown commuters, employees, and customers are NOT residents or guests. Focus downtown parking in downtown areas*
- *Not allow parking on residential streets except for owners and their guests.*
- *Home security concerns*
- *All spill over should be treated equally.*
- *2nd Ave South needs to be regulated*
- *Street spots around downtown are no longer available*
- *Resident Permit Parking and enforcement is needed*
- *What is the enforcement area?*

- Expand 4 hour spaces on all streets around downtown
- When 2 hr street parking ends add a 4 hr time limited buffer
- A garage in downtown is what is needed.
- All the neighborhoods around DT should be protected and permitted
- Right size parking increases spillover
- Unbundled Parking – tenets are parking on the street instead

Commuter Parking

- *Talk to Sound Transit and Metro: are there commuter parkers downtown? (1/14/15 KAN meeting)*
- *We should discourage transit parkers. Signs are a cheap solution. We could use them to change the allowed parking time, for example. (1/14/15 KAN meeting)*
- *If transit parkers can't park downtown they'll move into neighborhoods. We need transit parking (1/14/15 KAN meeting)*
- *We could survey bus 255 riders to ask where they park. This would give us an idea of the magnitude of the problem. It may be bigger or smaller than we think. We can get info from Metro. ORCA card data shows where riders live and where they board. . (1/14/15 KAN meeting)*
- *To address transit riders one side of the street could be 4 hour parking and one side could be unrestricted (2/13 meeting with stakeholder)*
- *Market Street is a park and ride (Merchant meeting)*
- *Consider making Market Street limited time parking. Use Waverly Way (already curbed and painted -- just remove a couple of signs) Heck, use Waverly Park for parking. Focus less on "near term" and more on SOLUTIONS, not temporary fixes*
- *Commuter Parking- make Market Street and Lake Ave West Timed parking*
 - *Is a big problem especially on Market and Lake Avenue West.*
 - *Measure the volume of commuters – would preventing commuter parking open up the capacity for customers*
 - *There needs to be a Park and Ride Solution, currently there is no designated parking for this. The dedicated parking should be away from downtown.*
 - *You could use ½ the antique mall for commuter parking*
 - *With one bus route how do we encourage commuters to park in certain locations*
 - *Should add time limits on Market Street*
 - *Work with Sound Transit on a solution for commuters*
 - *The Commuter Parking Issue needs to be addressed*
 - *Add 4 hour parking to streets around downtown*
 - *Buses and Transit Center without Parking causes a problem*
 - *Need a solutions that addresses commuter parking*
 - *There is not enough time limited parking. Parking around downtown should be resident permitted*

Employee Parking

- *Is the city handling employee parking? This has always been the #1 problem. . (1/14/15 KAN meeting)*
- *Employees are not registering for the parking program because they will be fined for parking when they are not working downtown (2/13 meeting with stakeholder)*
- *If it was all pay parking the employee parking would be solved (2/13 meeting with stakeholder)*
- *Merchants have to enforce it. There must be buy-in from merchants on regulating their employees. An ordinance as once proposed to fine employers instead of employees(2/13 meeting with stakeholder)*
- *Need to keep businesses from letting employees park in lots (downtown merchant)*
- *Need consistency, repetitiveness and a presence in messaging to downtown employees where to park (downtown merchant)*
- *People that hang out in coffee shops all day just swap places because there is no law that makes them move blocks (downtown merchant)*

- Need better corporation among businesses to direct employees and customers to park in certain locations. (downtown merchant)
- More fringe parking locations - There are more options for the use of other lots and areas around downtown, both city streets and private lots. For example, Lake Street South and Kirkland Avenue beyond the downtown time limited zones could be reserved for employee parking. Those streets would be convenient for people who worked in the adjoining parts of downtown. Indeed, many of them are used by employees already (Email to staff)
- Employee parking problems will not be solved by these suggestions. I don't believe that employees will pay for parking, especially on Waverly Way or the City Hall block. Even with the library garage with adequate free stalls, many have steadfastly refused to register as employees. Were most of the business owners and managers proactive in preventing their employees from violating ParkSmart rules, this problem could be reduced. (Email to staff)
- How many employee parking permits do we give out and for what busiensses (email to staff 2/19/15)
- *Employees are ok with paying for a designated parking option (similar to the antique shop parking). Consideration of cost would be necessary for those who only work less than full time (3 days/ week) but often 8-9 hrs/day).*
- *There should be no dedicated parking for employees. It should all be paid and it should be paid by visitors and employees alike. This will have a huge effect on the demand for parking because a significant number of people who have other viable options for getting to work (bus, walk, bicycle, CKC, ...) will choose those options rather than paying for their parking every day (which residents like me are fully subsidizing for them). Be equitable. People who don't use the parking downtown should not be paying for it (which is the opposite of how it has always worked in Kirkland).*
- *New construction should provide off-street parking for employees.*
- *Institute ticketing move to evade*
- *Workers need off street paring provided by where ever they work.*
- Encourage other ways for Employee's to get to work
- Give away bus passes for employees
- Some employees of downtown need to come and go throughout the day. Parking should be conducive of this.
- How do we know if employees will park in particular locations
- Need more downtown affordable housing for employees so they don't need to drive
- How many employees need parking
- Employee Parking Policy Challenges
- Move to Evade Law
- Site business owners in addition to employees
- Budget Cuts resulted in a lack of enforcement
- Let's move employee parking out of downtown.
- Need better enforcement of employees
- Currently there is no move to evade regulations
-

Small town

- Keep the city green -- urbanization is everywhere, let's keep a small town feel if possible.
- *Kirkland is special. It is the only town on Lake Washington with an historic waterfront. So, it attracts visitors, lots of them. If Kirkland fails to preserve this asset by destroying the charm of downtown, visitors will opt for the bland boringness of Bellevue, Redmond, or Totem Lake. So getting more parking for Kirkland is a delicate balancing act of preserving charm and creating convenience. All of the options mentioned in the survey sound very wise. Thank you for your hard work.*
- *I don't want to waste any more space downtown on parking. I don't want the city to spend money on parking. I'd prefer less parking. Downtown is an unpleasant place to be in any mode because of the number of cars. Encourage other methods of traveling downtown, and perhaps provide parking way on the outskirts with pleasant, well signed and safe ways to walk into downtown. If there were safe bike routes into downtown (there currently are none) and plenty of convenient bike parking, we wouldn't need as much car parking. Encourage private owners to offer their space to the public. If I am going to drive downtown (which I don't like to because it's a pain), I want to park in one spot (happy to pay for it) and walk to all of my stops. I don't want*

to move my car from shop to shop because there's a sign in the lot that says "only for customers while they are doing business here."

- How can we keep a small town feel while accommodating visitors
-

Enforcement/Regulations

- *Move to evade is bad for visitors (stakeholder meeting)*
- *Inconsistent signage. Confusing and hard to understand. People get tickets and don't come back. (downtown merchant)*
- *With no enforcement on Sundays people park all day – especially employees (downtown merchant)*
- *The parking regulations and signage is confusing. (Merchant Meeting)*
- *Disabled parking regulations need to be clarified/posted/consistently enforced (council meeting and email to staff 2/23/15)*
- *2-3 hours free on the street is not enough time to do much to support the economy without paying more or moving your car to another parking spot and the rules are somewhat confusing. (Kviews comment)*
- *The cost and time limit vary so much between city-owned lots and streets that it's confusing for infrequent visitors who aren't aware of the parking situation. (Kviews comment)*
- *More people would come shopping here if were not for these silly parking restrictions. (Kviews comment)*
- *Count the "FOR LEASE" signs in the windoes cause and effect*
- *Stop giving so many tickets – its chasing the customers and businesses away*
- *The aggressive, threatening lot attendant my friends encountered (Hector's) has resulted in many in our circle refusing to go to Hector's or Milagro anymore. So if parking attendants or valets are like that one, it will negatively affect business downtown. Make sure you only have polite, competent folks working at any monitored lots.*
- *The single biggest problem is that hypercontrolled pay parking drives people away. Even local residents don't stop or shop in their own town because of this. Time limits on parking, yes. But expensive high tech pay parking for the elite who can afford pay parking-- no. And where to park needs to be more obvious-- simple signs could do the trick. Many people might not know they can park at City Hall on the weekends either.*
- *Even local residents don't stop or shop in their own town because of this. Time limits on parking, yes. But expensive high tech pay parking for the elite who can afford pay parking-- no*
- *Regulations needs to be simplified, consistent and not change.*
- *Is the problem the same all year long or should we look at peak season solutions only?*
- *Sunday enforcement to create turnover is needed.*
- *If people haven't gotten a ticket before- just give the a welcome to Kirkland warning – Merchant meeting*

Seasonal Parking needs are different

- *The study assumes that winter and summer are the same, but in fact Kirkland is tow different cities. Boat owners in the summer, plus swimming pool, farmer's market. The weather impacts how/where people want to park. We need seasonal signage. (1/14/15 KAN meeting)*
- *Sunday parking in the summer is free all day so there is no turnover. This hurts merchants. (1/14/15 KAN meeting)*
- *Why is Sunday parking different? . (1/14/15 KAN meeting)*
- *The greatest need for parking spaces are during the evenings and weekends, especially during the summer months.*
- *Be supportive with seasonal differences – (downtown merchant)*
- *Little league in the spring/summer is a problem. (downtown merchant)*
- *Seasonality of Parking*
 - o *Better coordination w/summer events in directing visitors to parking locations*
-

Additional Parking Ideas

Parking Shuttle

- *Have we looked at the potential for a downtown parking shuttle, so people would be willing to park farther away. Especially employees of downtown businesses? (Council Comment)*
- *Do more parking spots = more traffic? Could there be a shuttle from outlying lots? . (1/14/15 KAN meeting)*
- *Have mostly short term parking downtown and longer term parking away from there with pleasant walking from long term to businesses and employers that need long term. Shuttle buses from greater distance parking on days when parades, festivals, tree lighting, etc. are going on. Parking and/or shuttle buses for people with disabilities.*

Lake and Central Lot

- We should explore the sale of Lake and Central (1/6 Council Comment)
- Lake and Central lot: some have said that it is time to trade it for something that will give more parking value but that presupposes that the dollars will buy more spaces in a nearby location and that is not supported. If Lake and Central is sold or redeveloped, that process must start with the community and its vision (1/14/15 KAN meeting)
- Parking, and highly visible surface parking in particular, should not be cluttering up the heart of the city. If there's a perceived need to add parking elsewhere, perhaps the proceeds from a sale might go to that. (1/4/15 Citizen email to Council)
- Perhaps it's time again to consider turning the Lake/Central parking lot into a below-grade parking garage. (Kviews comment)
- Should sell the Lake/Central lot so it could be redeveloped and the sale proceeds go toward building the structured Marina lot that we've talked about for years. (Kviews comment)
- It's a shame that some of the best land in downtown is used for cars rather than for the people who are actually there – the Lakefront Lot and Lake Shore Plaza itself – the area is so much nicer when it is full of vendors for running races or festivals! Park Lane is another spot like this – the redesign is good in that it will be a people-first area (e.g., not confined to sidewalks), though it could be so much better if it were solely for people (especially the western half). (email to staff 2/27/15)
- Merchants paid for lake street lot – build a garage – merchant meeting

Garage

- *Funding the construction of a garage and not just spaces.*
- *I avoid going to downtown Kirkland whenever I can because the parking situation is abysmal. What you really need is a strategically placed parking structure (with at least 4 stories of parking - the library lot is inadequate.) The city of Pasadena had a number of structures on the outskirts of the downtown area that were inexpensive to park at and were only a few blocks from the main downtown area.*
- *Remember, what looks "cheap and easy" often isn't, so don't overlook the real solution (a parking garage at the Marina and/or Lake St and Central" for temporary band-aids (Waverly Way or Lake Ave W open parking for businesses), a bunch of parking signs, and big money wasters like "parking branding". If you want more people to have easy access to downtown, put more parking in downtown (not neighborhoods).*
- *I think the City is missing a great opportunity in not buying the old antique mall property. It looks like an ideal central garage location for the entire downtown*
- It is absolutely obvious that Kirkland merchants and restaurants need clients and the clients need a place to park. We all know that the Kirkland parking situation at the present time is very inconvenient and needs to be solved appropriately. A few street parking spots won't solve the problem, so Park Lane should be closed to traffic. People should be able to enjoy what Kirkland has to offer: shopping, walking, resting with ice cream, having a coffee outside, and more. Currently there is no such place and leaving the street open will definitely take away the Kirkland charm. Kirkland needs a large parking garage that could be located where the big antique store used to be or by the Heritage Hall - that may take a small part of the park but for a good reason. Yes, it is going to be expensive! We will have to find the funds for it through taxes, donations, loans, or future pay for parking. Be creative! Finally the conclusion mission statement is: Think about the future of the growing city of Kirkland. Be creative with finding a way to build a parking garage. Close Park Lane for people to enjoy. (Email to staff 2/23/15)

Marina Lot

- Like any structured parking, it's expensive but it comes with significant public benefits in the form of added park space and space for business around the edge. It deserves a look even if it's a more ambitious project than the others in this portfolio. (1/4/15 Citizen email to Council)
- Continue to consider the "lidding" of Marina Park as a parking option. As a joint venture involving both parks and parking we might someday be able to find a way to afford it. (Email to council 1/1)
- The four spaces on the west side of Marina Park, above the boat ramp, say no parking Friday-Sunday & Holidays. Why? This space is not needed for boats. Those are prime spots that go unutilized three days a week. (Email to staff 3/12)
- *Build a lid on top of the parking lot at Marina parke, including 2-3 large levels under the lid for city parking. This would enhance Marina Park and provide lots of parking very close to businesses.*
- *angled parking at the Marina park towards the beach*
- *The one way arrows at Marina park have turned into a Gerbil Maze. Lets go back to the two way streets*
- *Also revisit the rejected plan to redevelop the Marina Park are to be double decked.*

Peter Kirk Park

- *Long term-- consider a large pay parking garage underneath PeterKirk ball field. At least propose it--this will expose those complainers who are unrealistically opposed to paying for ANY improvement.*

Other

- The city needs to add full sized parking stalls. Many residents who routinely frequent downtown, will be driving personal vehicles and will continue to do so for the future. Expense and utilization. It takes a long time to change a routine. I don't think the average Kirkland DT shopper is going to bother with an app or any other elaborate option. We want to get in and out quickly and we don't want to pay for it.
- *Listen to the business community... they are the draw for the CBD - help them be successful and in-turn the city/cbd will be successful.*
- *Improved signage Impact of construction on existing parking (and where those employees should park) Impact of events on existing parking*
- *None -- many thanks for the thoughtful and well-articulated study.*
- *The heavy traffic in mornings and late afternoons does not mix well with use of on-street parking. Cars trying to park mess up traffic flow and heavy traffic makes it harder to park. The city has a lot of work to do if they want to dispel the impression that visitors with vehicles are unwelcome.*
- *Concerns: it's really bad. I will choose a Bellevue or Redmond shopping or dining location rather than Kirkland because, particularly during summer dinner hours, it will take too long to find a spot to park. I might as well have endured traffic to go somewhere where I can park. And walking isn't an option for my family. We have younger kids and they aren't going to walk 4 miles round trip, up and down hills, so they can eat a taco. It seems there's quite a lot of business turnover in downtown. Perhaps because the access and parking are so lacking.*

Multiple strategies were suggested to reduce demand for vehicle parking: Advertising to take the 255 bus, additional bike parking, dedicated parking for zip car or car to go and incentives not to use cars. Please provide comments on these strategies in helping to alleviate the parking problem or other strategies to encourage people not to drive you think the city should explore.

- *Stop talking about each minor point --just do it!! Incentives not to use cars include incentivizing living in the core. More apartments/condos (ParkPlace and more). Use tax/zoning incentives to bring more necessary businesses to the core (hardware store, bread bakery, TraderJoes, etc.). Let the naysayers move on, or back to the rural zones they remember.*
- *Waste of time and funding. People will drive to Kirkland despite advertising. The public system into and out of Kirkland is not easy and is complicated.*
- *Those types of ideas don't work out here in the suburbs. Great ideas if you are in downtown Seattle -- but remember downtown Seattle isn't a residential neighborhood. If Kirkland wants to be a big City, sure. Push out the single-family houses and build a big highrise. If Kirkland wants to be a beautiful welcoming town, then act like that. If the only people who are going to use*

downtown are the people within walking distance, then that's who you'll get utilizing downtown. Nobody comes to patronize these businesses on a bicycle (outside of a few lovely summer days, and no business survives on those people alone) ZipCar-parking-spots take up just as much space as regular parking spots, so I fail to see how that is helpful at all. And unless you can convince King County Metro to run twice as many buses to and from downtown just to serve our City, why on earth would you count on bus service to get anyone to/from here? The bus takes Kirkland residents to their jobs elsewhere, not visitors to here.

- People in Kirkland are suburban residents. We drive cars. Get used to it. We have to take kids to day care and go haul sacks of concrete home from Home Depot and we are **never** going to do those things with zip car to go or some fancy app.
- People do what they do based upon choices they have made for other reasons. Nobody will ride a bike or use Zip cars because Kirkland recommends it -- they will do it for myriad other reasons. This approach would not change any behavior that is not already being changed for other reasons.
- Even at \$4.50 per gallon people did not out of their cars. This will NEVER work...the car is an extension of the person
- Kirkland is not that great of a destination to bother with public transit to get to.
- Most small business owners need a car to run their business. Public transit is not viable for everyone and many who do take transit still own a vehicle. Service reps, repair reps, contractors, consultants, landscapers, house cleaners, caterers, lawyers, accountants, property managers, sales reps, etc. all need vehicles for their jobs. The city needs to realize that many people do not go to the same office everyday. A car is still a necessity for most people for their job
- Useless suggestions -- people use buses to get out of the City, not to come in. Nobody in the suburbs wants a ZipCar or Car-to-Go, so don't waste spaces for them. If Kirkland gets as big as Seattle, then those are reasonable suggestions. But it isn't and I really hope it doesn't. Kirkland is a lovely small TOWN, not a big CITY. So act like a TOWN. Put in a parking garage if the downtown area needs it. Otherwise leave it alone
- Also known as the Seattle strategy which is an abject failure. Face it, most people do not want to take the bus, riding a bike is a non-starter for most people in our weather (other than hipsters), incentives not to use cars will basically kill downtown, which sure isn't as vibrant as it once was. The only one of these worth consideration is zip car/car to go.
- Really people do need to drive their cars on the Eastside quite frequently. To try to lesson that like they are doing in downtown Seattle would be a big mistake for Kirkland's economy. Like I said there really isn't that much problem parking here. Maybe it's because I'm used to larger cities?!
-
-
- We really need a zip car alternative in the downtown. We would go down to one car if there was that alternative. Doing grocery shopping is not practical on a bike or bus or when I need to go to the office and my wife needs the car to do errands. I am underwhelmed with what Seattle has done to accommodate bikes--ruined Broadway and 2nd Ave. These are misplaced priorities. While I like buses, they have very defined routes which don't address my personal needs many times.
-
- Yes, but then why is one of the options to remove the bike lane on Waverly Way? That is contrary to the goal of encouraging bikes.
- The city should also invest in pedestrian accessibility, bike accessibility/parking and transit... perhaps a new park and ride near the new trail on the rail corridor. There aren't many places to chain up a bike in downtown Kirkland.
- Bus is great except there isn't enough transit parking. Also, the bus is slow. Many people don't have time. The logistics can also be tough. (Carrying groceries? Kids? In the rain?) A car is a car, whether it's Zip or private, so providing dedicated spaces doesn't reduce the number of cars parked downtown at any given time. I don't like this idea. What kind of incentives to not use cars? Other than the bus (which serves a limited area) it's hard to get to downtown without a car.
- The most important thing the city MUST do is provide safe travel into downtown for people walking and biking. This means reducing the amount of car traffic THROUGH downtown. Most of the traffic in downtown Kirkland is not going TO downtown Kirkland but THROUGH it. Keep the through traffic out and downtown Kirkland becomes safe and pleasant for people. I am not comfortable riding my bike downtown among all of the cars. You have not provided a safe way for me to get my bike into downtown Kirkland. Do that, and I won't need to park a car there. The next thing the city must do is charge for all parking. I can pay \$2.50 for the bus, or I can drive and park for free. Parking for zip car is still parking. Please don't do that.
- Return on investment....or not. The need to get people out of their cars and encourage them to walk, bike or bus to their destination. Whether the Park Place development plan will provide the parking and business space needed. If so, the downtown area could remain a nice place to live, walk and work but not an important place for visitors to come to. Whether

the Totem Lake development plan will provide the parking spaces planners say we need for business, office, retail and residential. More affordable residential development in the center of town would make it possible for employees to live, work, shop and walk and not depend on cars to get to work....and need places for them to park.

- I would love a better way to access Kirkland Transit Center. Since my house is a mile and uphill from the nearest bus stop, late at night or in bad weather I need to find parking in order to use a bus to get to a theater downtown, for example.
- *I'll just repeat that we need much more affordable residential development for people who work in downtown Kirkland. This would be a great way to reduce the need for employee parking. I'd like to see the residents of north Kirkland or Juanita who work in Bellevue and Seattle given incentives to get on a bus and/or otherwise avoid driving to work via Market and Lake Streets.*
- *While walking in Downtown Kirkland last summer, I noticed a large group of young people in what appeared to be gang dress. There were no police visible in the area, and I avoided the gang by choosing a different route. Other people have also mentioned encountering threatening situations on Downtown streets at night. Where are the police at night? Maybe more police visibility would make walking in Downtown Kirkland, especially off the main streets, more attractive. More walking means fewer cars.*
- *Is there some reason we don't have a bus route on Lake Street?*
- *It will never be perfect and there will always be those folks who insist that it's every American's right to park directly in front of their objective. (Or their place of employment.) Keep insisting that we want Kirkland to be a walking, biking town (more bike zones/racks) even though it falls short on these issues.*
- *Consider Shuttle buses from Google to downtown. Be careful not to believe that other modes will provide adequate CUSTOMER access to downtown. They won't. Some zip cars in mixed use projects should be required if not already.*
- *It is a great idea to offer car service options for those who go out in the evening besides reducing drinking and driving. Companies of regular staffed hour employees should have incentive programs. Business meeting people don't have the time to coordinate bus schedules with their lunch/coffee meeting nor would they use a bicycle. Employees have supplies and irregular shifts that make alternative transportation options difficult. Service industry workers make low wages and those who live outside the area complain of complicated bus trips that are very lengthy already. On top of that, the parking lots at bus transfer stations are already overfilled.*
- *The City could do more to encourage bus ridership (and not just the 255; there are several other buses that go downtown frequently). We have hardly any bike parking near businesses, so that's an obvious opportunity that would have minimal cost.*
- *YES! If there was a zip car option I would definitely use it. I presently have to walk more than a mile to catch a bus- 234-- and then get a transfer, walk some more before I can get on the 255 in time to get to work. I rarely shop outside of Kirkland- but I always have to take my car to go just a few miles-- seems like a commuter bus or ride share would be worth looking into*
- *Improving busing and bike usability should be an equal priority to increased parking. Kirkland should not encourage cars over alternate transportation, especially as the CKC becomes more usable.*
- *Kirkland already caters to the bike set-- which are people who choose that lifestyle versus people who need to ride bikes because they can't afford cars. Think about regular, every day people who have pets and kids and need to haul home groceries. They drive cars. Cars aren't going away. People should not be punished for driving cars. Stick with reality and stop spending so much on special interests.*
- *The cost of a bus for a family is much higher than taking a car. Encouraging carpools needs to be considered.*
- *Transit opportunities for Kirkland residents get the cars off our roads!*
- *Although car parking will be the primary mode of transportation through this corridor, the opportunity to promote multi-modal transportation may be appropriate for this project. The use of public transportation, bicycling, and walking as alternate modes of transportation should be encouraged as a way to reduce vehicular traffic but increase pedestrian consumers. There are two components to the increase of multi-modal traffic. 1) Marketing and 2) Infrastructure. Marketing: make the public aware of the public transit routes and bicycle paths to/from the destination area. Give 'dummy proof' instructions on how to use these modes of transportation. Infrastructure: make safe for alternate transportation by increasing bicycle lanes, pedestrian walkways and ensure that safety is paramount during the discussion. If a person cannot get to/from the end destination safely, they will not visit. Bicycle racks are needed at key locations to ensure the end destination has a location to park bicycles (local Woodinville company manufactures these: www.sportworks.com). Safe pedestrian crosswalks are needed not only downtown but further out to encourage a walk of more than 1 mile.*
- *More parking would be nice, but fewer cars and more buses, bicycles and pedestrians will be better and less expensive. We need to put more energy and time into alternatives to how people travel to, from and around in Kirkland. (email to staff 2/26/15)*
- *Refer previous comments.*

- *support them all if feasible for a city our size.*
- *dedicated zip car parking is a great idea, also the 255 has a very useful route*
- *Bring back the trolley! Especially if it picked people up from parking areas and brought them to downtown locations, maybe even from the Park and Rides. Just keep CONVENIENCE as the buzz word of this whole project. If what you do makes coming to and enjoying Kirkland more possible, people will get on board. Thank you again for all the hard work.*
- Is it the council members thoughts that these residents from these neighborhoods would take the bus? How about those families with children? I think not? (Kviews comment)
- I think the issue with the parking is that no one wants to walk more than a handful of feet. Although the library is close to most of the retailers...it's not going to be close enough for some. (Kviews comment)
- [Heathman gives bus passes to employees to encourage not driving](#)

Stakeholder Participation Schedule

Internal Interviews

- Kurt Triplett, City Manager
- David Godfrey, Transportation Engineer Manager and Kathy Brown, Public Works Director
- Ellen Miller-Wolfe, Economic Development Manager
- Jeremy McMahan, Planning Supervisor
- Sergeant Nathan Rich and Ginger Collins, Parking Enforcement Officer

External Interviews

- Pat Wilburn, Market Neighborhood Resident
- Glenn Peterson, Planning Commissioner
- A Liengboonlertchai and Neil Hughes, Downtown Merchants

Introduction/Invitation to Participate in Discussion

- 2/6: Merchant Meeting
- 2/11: KAN Meeting

Facilitated Discussion Meetings

- Wednesday, February 25th - 7:30am-9:00am City Hall, Peter Kirk Room
- Thursday, February Feb 26th – 11:00am-12:30pm City Hall, Peter Kirk Room
- Monday, March 2nd - 6:00pm-7:30pm – City Hall, Peter Kirk Room
- Wednesday, March 4th – 6:00pm-7:30pm– City Hall, Peter Kirk Room

Post Forum Meetings –report out on what we heard and status

- March 6 **Downtown Merchant Meeting** 9am DeLille Tasting Room
- March 16th Kirkland Chamber Public Policy Committee 12-1:30pm – Chamber Office
- March 16th **Moss Bay Neighborhood Meeting** 7pm Heritage Hall – REQUESTED
- March 18th **Market Neighborhood Meeting** 7pm Heritage Hall – IF OTHERS SHOULD SCHEDULE
- **March 27th Downtown Merchant Meeting** 9am DeLille Tasting Room – REQUESTED
- April 1st **Norkirk Neighborhood Meeting** 7pm Heritage Hall – REQUESTED

Other Requested Meetings

Brezza Condo Association

Kirkland Rotary

~~March 12/13~~
Feb 25

Downtown Parking Discussions Participants

Name	Organization
Bonnie McLeod	McLeod Ins
Cilla Joondoph	Brezza
Nancy Nelson	citizen
JEANNE WATZ	CITIZEN
Kathy Feek	Chamber Citizen
MARK B. NELSON	MARKET NEIGHBORHOOD
Jim Feek	MARKET
Bea Nahon	KAN + Marina Hts
Marilyn Fassbind (Lake Ave W)	Market
Tom Fassbind	Market
Marilyn Rafn	Market
Pat Wilbur	Market
Tom TAYLOR	MARKET
Tina O'neiss	IVY

Feb 26th

Downtown Parking Discussions Participants

Name	Organization	Email
Joyce Roger Kirk	Waverly Resident	
Julie Taylor	resident	
Chris Loelger	Realtor Sotheby's	
Lana Maguan	Delina Cellars	
Sam / Patty Tosti	LAW	
MARK NELSON	CITIZEN	
Nancy Nelson	citizen	
Mwah Link	Resident	
Jerry Cameron	Downtown Resident	
Colleen Tauche	Resident	
DAVE JONES	RESIDENT	
Lisa O'Brian	Resident	
Tim O'Brian	RESIDENT	
KEITH ALGER	HERTSMAN	
RICH MIAKOVICH	BREZZA CO RESIDENT	
Bea Nahon	Marina Hts + KAN	
Bruce Nahon	Marina Hts	

March 2

Downtown Parking Discussions Participants

Name

Organization

Julie Taylor

Daisy Hunt

Henry Brown

IAN LeGrow

TED BAILEY

Glenn Peterson

Rob Brown

Scott Chester

Tatiana Davidson

Bea Nahon

Bruce Nahon

Leslie mix

Mitch marder

March 4th

Downtown Parking Discussions Participants

Name	Organization
Neal Hughes	Crush Footwear
Bea Nahon	Marina Hts + KAN
Bruce Nahon	✓
Jack Ludwick	Marina Hts + KAN
Nancy Harty	Market neigh
Steve Brillling	Brezza
Paul Brillling	Brezza
Henry Brown	
MOE KRABBE	Homeowner
Jim Feek	Market
Julie Taylor	Market
Mirza & Bano Alpha	Lake Ave W
Cheer Liao & Hongwen	Lake Ave W
Nancy Nelson	Lake Ave W
Donna Legrow	Lake Ave W
Tony Fassbind	Lake Ave W
Jason Overleese	
Boris Srdar	Houghton reside
Jeff Cole	Chamber of
Rell Leckman	Talon

Philly Hoshko

From: Bea Nahon <Bea.Nahon@nahoncpa.com>
Sent: Wednesday, March 11, 2015 8:52 AM
To: Pat Wilburn; Philly Hoshko; David Godfrey; Kathy Brown
Cc: Kari Page; Michelle Sailor; Dawn Morse; Mark Nelson
Subject: RE: Arranging meeting for mobile app parking option (Parknav)

Interesting! Thank you Pat!

Time of year issues prevent me from participating in a meeting between now and the Council meeting but I hope this will be explored this so that it can be shared with Council. I also suggest that the Councilmembers from the Economic Development Committee be invited to participate.

My initial feedback:

- I think advertising is fine, and it helps, as long as it's subtle, something at the bottom of the screen. If it's something that someone has to "X" out of, because it blocks the screen, that is both annoying and for a driver, dangerous.
- I think a real time inventory is mandatory. Having people sent to a parking spot based on the educated guess of the software, no matter how educated it is, will lead to frustration and non-use.
- What on-going feedback does the city get as to number of users, times of day, days of week, where spots are identified, success in finding spots, etc? It would help if perhaps another city would share their data with us as a sample (must be public record, right?)

Thank you again,

Bea

From: Pat Wilburn [mailto:patrick_wilburn@hotmail.com]
Sent: 03/11/2015 8:29 AM
To: Philly Hoshko; David Godfrey; Kathy Brown
Cc: Bea Nahon; Kari Page; Michelle Sailor; Dawn Morse; Mark Nelson
Subject: Arranging meeting for mobile app parking option (Parknav)

Philly, David, Karen –

I recently met with a company named Parknav that provides a mobile app to help parkers find parking spots. The company will be in Seattle later this month (March) and I would like to coordinate a demo for those involved in the parking study, to understand our options in this area.

To give a sense for cost, I was told that the initial set-up and development cost is \$20-\$40K, which involves spending time with the City to inventory all of the available parking spots in the downtown core. Once launched, the operating/licensing costs are \$40K/year. There is an opportunity to offset these costs by allowing local business to advertise within the app (e.g. a visitor using the parking app could see an advertisement for Hectors). This is optional, if the City were interested in offsetting costs.

From the company, "Parknav uses predictive analytics and machine learning to help drivers find available street parking in today's metropolitan areas. The free app is already available for drivers in Chicago, San Francisco,

Munich and Hannover. Parknav is also already available in the top 30 cities of Germany as a B2B solution. Parknav will next be available as a B2B solution in the top 10 cities in the US by end of Q2/2015.”

The company stated that they have had discussion with the City of Seattle as well.

Note that the service does not require real-time inventory of parking spots. Although this lowers the cost to operate the service, the trade-off is that the parking recommendations are educated guesses, rather than specific knowledge of open parking spots.

Who should attend the demo from the City, and when is the best time to schedule (before the City Council meeting in April)?

Thanks,

Pat Wilburn

Market Neighborhood Board Member

From: patrick_wilburn@hotmail.com

To: ktreplett@kirklandwa.gov; phoshko@kirklandwa.gov; citycouncil@kirklandwa.gov; dgodfrey@kirklandwa.gov

CC: bea.nahon@nahoncpa.com; kbrown@kirklandwa.gov; kpage@kirklandwa.gov; msailor@comcast.net; dnamorse@gmail.com; kirby994@frontier.com; nelson.markb@gmail.com

Subject: RE: [2nd time] 2015 Pre-Approved Plans Document

Date: Tue, 24 Feb 2015 15:40:33 -0800

Thank you Kurt for the thoughtful response. The main purpose of my mail was to ensure that as the City, in coordination with residents, contemplates potential policy changes, that we work within a set of principles to guide those decisions.

It is encouraging to know that the City has a documented goal of limiting the impact on surrounding neighborhoods from spillover downtown parking. I think of this as a "design principle" to be used in the evaluation of potential policy changes.

Many thanks for the continued engagement on this topic.

Pat

From: KTriplett@kirklandwa.gov
 To: patrick_wilburn@hotmail.com; PHoshko@kirklandwa.gov; citycouncil@kirklandwa.gov; DGodfrey@kirklandwa.gov
 CC: bea.nahon@nahoncpa.com; KBrown@kirklandwa.gov; KPage@kirklandwa.gov; msailor@comcast.net; dnamorse@gmail.com; kirby994@frontier.com; nelson.markb@gmail.com
 Subject: RE: [2nd time] 2015 Pre-Approved Plans Document
 Date: Tue, 24 Feb 2015 23:23:41 +0000

Pat – we have all received your email. I apologize that we did not respond as I read your original email as providing information and not asking for a reply. Again, I am sorry for the miscommunication. We did make sure that Philly had a copy and that the information was going to be included in the next check in with the Council. I am not quite sure how to respond to your request that current policy “will be honored.” Let me assure you that the Council has not made any decisions to change any policies. However, several of the options on the list are different from current policy. We did not start the evaluation with the assumption that nothing can change. For example our current policy does not have pay parking on the street or during the daytime in City lots. If those were recommendations that the Council accepted, we would be changing our policy to implement paid parking. Currently we do not allow non-permit parking on Lake Ave W. If the Council decided to allow that, we would change that policy. My purpose is explaining this is not to say that any decisions have been made or that any policies will be changed, but that it was not a fundamental assumption that nothing *could* change. In fact, if we are to make improvements to the downtown parking situation, something will have to change. But no decisions have been made on what changes might be proposed or accepted. Helping refine those options is one of the purposes of the outreach. And we have definitely heard and appreciate the concerns of the Market Neighborhood about Lake Ave W. and Waverly. Thank you for your ongoing involvement and input in this process. Please let me know if you have any questions.

Kurt

From: Pat Wilburn [mailto:patrick_wilburn@hotmail.com]
Sent: Tuesday, February 24, 2015 9:54 AM
To: Philly Hoshko; Kurt Triplett; City Council; David Godfrey
Cc: Bea Nahon; Kathy Brown; Kari Page; Michelle Sailor; Dawn Morse; Lisa McConnell; Mark Nelson
Subject: [2nd time] 2015 Pre-Approved Plans Document

Resending to this audience as I did not see a response from the mail below.

Please confirm both receipt and provide confirmation that the City's policy on mitigating overflow parking from downtown in order to protect the surrounding neighborhoods will be honored throughout the current parking study process.

Pat Wilburn
 Market Neighborhood Board Member

On Feb 21, 2015, at 1:05 PM, Pat Wilburn <patrick_wilburn@hotmail.com> wrote:

Kurt, City Council -

In our prior correspondence on parking, there was a question regarding if the City had a policy in place to protect neighborhoods from the effect of spillover parking from downtown. I want to make sure everyone is aware of, and has reviewed, the City of Kirkland's 2015 Pre-Approved Plans document, which explicitly states the need to mitigate spillover parking from downtown to protect the surrounding neighborhoods.

Philly and David -

As we discuss options in the upcoming public input forums, it will be important for the public to understand which proposed parking options satisfy the City's established policy to mitigate, not encourage, spillover parking.

Referencing page 91 of the City of Kirkland document, available at:

<http://www.kirklandwa.gov/Assets/Public+Works/Public+Works+PDFs/Pre-Approved+Plans/General/Pre-Approved+Plans+%28Entire+Doc%29.pdf>

Section 2: Parking Management Plan - Operating Principles, Implementation Framework, and Parking Management Zones

1. Operating Principles (Peripheral Parking Area)

Parking in the Peripheral Area is intended to serve residential demand and uses generating demand from within the zone. It is intended that “spill over” from other parking zones within the CBD be mitigated.

- Parking in the Peripheral Area is intended to meet demand generated within this parking area.
- Parking in this area is unregulated. As such, no time stay restrictions are in effect. Future management strategies assumed for this area would be contingent on the parking activity, capacity, and utilization of all other parking zones.
- If parking spillover from Zones A, C or E results in inadequate parking availability for properties within the Peripheral Area, Residential/Area Permit Zone programs may be desired.

2. Implementation Framework (Peripheral Area)

A. Parking in this zone is unregulated. As such, no time stays are in effect. Future management strategies assumed for this area will be contingent on the parking activity, capacity, and utilization of all other parking zones.

B. Residential Permit Zone programs may be implemented if parking spillover from Zones A – E results in inadequate parking availability for properties within the Peripheral Area

Thank you,
Pat Wilburn
Market Neighborhood Board Member

From: nelson.markb@gmail.com

To: PHoshko@kirklandwa.gov

CC: bea.nahon@nahoncpa.com; KBrown@kirklandwa.gov; KPage@kirklandwa.gov;

msailor@comcast.net; dnamorse@gmail.com; DDgodfrey@kirklandwa.gov;
patrick_wilburn@hotmail.com; kirby994@frontier.com

Subject: Kirkland Parking Study - 2/11/2105 KAN Meeting Recap

Date: Wed, 18 Feb 2015 09:42:25 -0800

Ms. Hoshko, thank you for informing KAN on Wednesday, February 11 about the next steps for the downtown parking study.

The discussion was rather detailed and I want to summarize what I offered on behalf of the Market Neighborhood.

The topic was introduced by Lisa McConnell, KAN's Co-Chair. Lisa then asked that I provide background for the KAN members present at the meeting.

Overview of Discussion

- I used the attached memo, which was included in the KAN packet to frame my discussion and offer a brief summary of the background.

Understanding City Council's Intended Guidance

- I expressed concern that the City's Facilitated Discussion (CFD) planned for February 25, 26 and March 2 and 4 refers to the Draft Final Report [v.5] <http://www.kirklandwa.gov/Assets/Public+Works/Public+Works+PDFs/Transportation/Downtown+Parking+Final+Study+Report.pdf> but does not include any direction from the City Council cited in your February 6, 2015 e-mail below. You stated that the City Council options would be presented at each of the CFDs.
- I informed you that I thought it was misleading and the City was intentionally providing an incomplete summary of what the City is expecting participants to evaluate during the CFDs.
- It is not reasonable to expect that CFD participants will search City Council records and find the direction provided by the City Council. I informed you that I had transcribed the City Council Member comments and included a document in the KAN packet. That document is attached and may serve as a convenient summary for you to use to better inform participants prior to and at the CFDs. Should you require a copy of the document in its native format, please let me know.

Inaccurate Cost and Time Estimates Create the Perception of Bias

- I advised you that the City's characterization of projects was misleading and incomplete. Some examples:
 - The Draft Final Report [V.5] (DFR.5) shows the cost of the use of Waverly Way as low. Your February 11 e-mail below indicates, "We have change (sic) the cost to medium on the survey." The survey <https://www.research.net/r/P9WM78Z>

does indicate Cost: Medium. There is no explanation as to why the survey cost estimate is different than what is shown in the DFR.5.

A more transparent explanation for citizens would disclose that the lack of safe egress for parked passengers along Waverly Way would likely require significant time and expense to remediate.

- You stated that the City Council options are in the survey. The survey does not include cost and time to deliver for each of the options.
- The City has not provided any basis for concluding the cost of sharing parking with private parking owners is high.
- The DFR.5 and Survey show the Lake Avenue West Option as being Near Term Timing, and Low Cost.

Lake Avenue West lies near the shore of Lake Washington and below a hillside which is prone to erosion and landslides. The City of Kirkland has provided no evidence that it has determined the impact and cost of complying with the City's Shoreline Master Program, SEPA, EIS, NPDES, Tribal entity requirements and other regulatory body requirements resulting from the proposed changes in use of Lake Avenue West.

Without knowing the regulatory requirements and mitigation measures, it is intentionally and willfully misleading for the City to indicate that allowing parking on Lake Avenue West is an option which can be done in the near term and at low cost.


- The width of Lake Avenue West varies along its length and in places is less than the City's minimum standard.
- Eagles nest and perch directly above the west side of Lake Avenue West. The City has not established the cost and time required to ensure that the eagles have been properly considered should the City change the land use.
- There are no sidewalks along Lake Avenue West yet the street is often used by families from throughout the area as they walk, jog, experience the lakefront, eagles and are outdoors. The City provides no evidence of what the timing and cost will be to facilitate the City's proposed change and how pedestrians, especially children, will safely continue to use the street with an increased number of parked and moving vehicles.
- I mentioned that CFD participants should be made aware of, surveyed and prepared to comment on City Council Member direction, some of which includes:
 - The content of Toby Nixon's lengthy e-mail to Dave Godfrey and Kathy Brown;
 - Enforcement of employee parking;
 - Enforcement of parkers who move to evade parking restrictions.
- During the KAN meeting you were not able to explain how invitees to the CFDs will be made aware of the issues I identified. As of the time I write this e-mail, I see no indication on the City's web-site that it has been informed that information is incomplete and misleading, or that additional information will be provided prior to the CFDs.

Rebuffed Efforts by the Public to Engage Early in the Process

The information I provided at the KAN Meeting on February 11 are examples of the kinds of things that the Market Neighborhood has been willing to offer to the City since May 2014. Had the City accepted the Market Neighborhood's offer to participate in planning the Downtown Parking Study when it was announced in 2014, I believe many of the items could have been included in the study, the on-line survey, and the planned CFDs. This e-mail string provides a reasonable history of some of that exchange.

Preparation for CFDs

Finally, rather than the City spending time making name tags for participants at the CFDs, please spend the time to provide CFD participants with accurate and complete information, and present all options in a similar format which they can use to provide the City with informed input. CFD participants can make their own name tags when they arrive.

Should you wish to discuss, my phone is 425-576-5675 .

From: Philly Hoshko [<mailto:PHoshko@kirklandwa.gov>]

Sent: Wednesday, February 11, 2015 4:10 PM

To: 'Pat Wilburn'; Mark Nelson

Cc: Bea Nahon; Kathy Brown; Kari Page; Michelle Sailor; Dawn Morse; David Godfrey

Subject: RE: RSVP for neighborhood, and question

Hi Pat,

I have consulted with Dave Godfrey and Kathy Brown and based on your concern we have change the cost to medium on the survey. All the costs presented in the draft study are estimates and will need further evaluations based on what we learn from the outreach.

As stated in the draft report "These proposed options should be viewed as a menu, not a final recommendation. It is expected that strategies and costs would likely be refined, modified and prioritized through the City's internal plan review and approval processes, and possibly further adapted as implementation unfolds."

Additionally, in the discussions we will make sure that people are aware of this concern and consider it in the feedback they give.

Best,

From: Pat Wilburn [mailto:patrick_wilburn@hotmail.com]

Sent: Tuesday, February 10, 2015 5:36 PM

To: Philly Hoshko; Mark Nelson

Cc: Bea Nahon; Kathy Brown; Kari Page; Michelle Sailor; Dawn Morse; David Godfrey

Subject: RE: RSVP for neighborhood, and question

Thanks Philly, but I think we need more here. You will likely find that survey respondents react favorably to options labelled as "Low Cost", as everyone is sensitive to being fiscally efficient. But since the true cost of the Waverly option is unknown and has not been

researched, your survey results won't be reliable indicators of public sentiment unless the respondent has more information.

Consider this example from the Parking Survey, when describing "Option 5: Improved Operations - Pay Parking":

"Cost: Low for expanding hours at existing pay facilities, medium to high for purchasing pay stations and expanding pay parking to other locations."

You can see from this example that it is helpful to the reader to further explain the likely costs.

When applied to "Option 3: Increased Supply - Waverly Way", the appropriate cost explanation should be:

"Additional design cost and potential construction cost would be required to add parking in this area, as there is no safe egress for passengers of parked vehicles. This cost has not been scoped and is currently unknown."

Please update the survey accordingly.

Thank you,
Pat

From: PHoshko@kirklandwa.gov
To: patrick_wilburn@hotmail.com; nelson.markb@gmail.com
CC: bea.nahon@nahoncpa.com; KBrown@kirklandwa.gov; KPage@kirklandwa.gov; msailor@comcast.net; dnamorse@gmail.com; DGodfrey@kirklandwa.gov
Subject: RE: RSVP for neighborhood, and question
Date: Wed, 11 Feb 2015 01:10:43 +0000
Hi Pat,

I have reserved spots in each session for the Market Neighborhood. Please let me know when you know who will be attending so I can make name tags.

As for your comments regarding Waverly Way. The feedback you gave at the Council presentation, when we met, as well as outlined below is exactly what we are looking to gather through this process and has been noted. After we gather all of the information through this outreach process it will not only presented it to City Council but it will be used to identify recommended next steps needed in continued evaluation of each option. For example, your identification of a safety concern will be evaluated and may lead to scoping the feasibility of engineering needed if there was a strong interest to add parking on Waverly Way.

Best,

From: Pat Wilburn [mailto:patrick_wilburn@hotmail.com]
Sent: Tuesday, February 10, 2015 9:17 AM
To: Philly Hoshko; Mark Nelson

Cc: Bea Nahon; Kathy Brown; Kari Page; Michelle Sailor; Dawn Morse; David Godfrey

Subject: RSVP for neighborhood, and question

Hi Philly -

For space planning purposes, you can assume 5+ people from Market Neighborhood in each public input session. Consider this an RSVP placeholder for now.

Also, the survey erroneously states that the cost to add parking on Waverly Way is "Low", despite Council and staff receiving feedback that there is no safe egress for passengers. This creates the false perception for survey respondents that this would be a simple change to just add parking. To specific things are needed here:

(1) The survey needs to be updated to add the language, "Additional design cost and potential construction cost would be required to add parking in this area, as there is no safe egress for passengers of parked vehicles. This cost has not been scoped and is currently unknown." This should be done quickly, as respondents currently lack this important information when responding.

(2) Who at the City is scoping out the full cost for adding parking on Waverly? The feedback appears to have been ignored thus far.

Thanks,
Pat

From: PHoshko@kirklandwa.gov

To: nelson.markb@gmail.com

CC: Bea.Nahon@nahoncpa.com; patrick_wilburn@hotmail.com; KBrown@kirklandwa.gov; KPage@kirklandwa.gov; msailor@comcast.net; dnamorse@gmail.com; DGodfrey@kirklandwa.gov

Subject: RE: Meeting Notes: Philly Hoshko/Pat Wilburn regarding Public Engagement on Parking Study

Date: Fri, 6 Feb 2015 23:55:09 +0000

Hello,

The video of the January 6, 2015 City Council meeting where the study was presented to the City Council can be found at the link below. If you scroll down the agenda you can jump right to the item at 3:13 in the video by clicking on the link at item 11a. Please let me know if you have any trouble.

http://kirkland.granicus.com/MediaPlayer.php?view_id=43&clip_id=2994.

Additionally, I wanted to let you know that information on the public outreach plan has been posted at www.kirklandwa.gov/parking. *Please note that the link to the survey did not get included in the update but is actively being fixed. I will have a one-sheet with information to distribute on Monday.

Attached is a summary of my internal stakeholder interview with Jeremy McMahon and Parking Enforcement.

Please let me know what other questions or concern I can address at this time.

Best,

Philly Hoshko

Special Projects Coordinator

City of Kirkland - City Manager's Office

(425) 587-3013  - phoshko@kirklandwa.gov

From: Mark B. Nelson [<mailto:nelson.markb@gmail.com>]

Sent: Friday, February 06, 2015 3:00 PM

To: Philly Hoshko

Cc: Bea Nahon; Pat Wilburn; Kathy Brown; Kari Page; Michelle Sailor; Dawn Morse; David Godfrey

Subject: Re: Meeting Notes: Philly Hoshko/Pat Wilburn regarding Public Engagement on Parking Study

Philly, please provide the citations to the "Council direction" you reference in your reply to item 3. Provide documents and / or meeting dates and times during the meetings where council provided the direction so I can see and hear (using the City's Meeting audio / video) what the Council has directed you to do.

Use Reply All when you furnish the information.

On Feb 6, 2015, at 12:40 PM, Philly Hoshko <PHoshko@kirklandwa.gov> wrote:

Hi Pat,

Would you be able to attend the March 25th discussion? I am afraid by moving the dates up we won't have enough time for people to plan around them. In response to your questions please see my comments in green below.

Bea, I will have a one-sheet to you to include in the packet by Monday morning.

1. Which stakeholder groups are you seeking to have included in the facilitated discussions?

We will aim to have residents, business owners, employees and parking users/downtown customers in the discussions.

2. Who will be the facilitator?

I will be facilitating the discussions and David Godfrey will give an overview of the options and be available for technical questions regarding the study.

3. Will the discussions include the opportunity to present other options? The reason for our early engagement dating back to last summer was to avoid a situation in which we were debating a fixed set of options, but rather the intent is that the City hear and learn about additional options from the public before shortlisting preferred options

While the focus of the conversation will be to get direct feedback on the options presented in the study there will also be time to brainstorm additional near-term, low-cost options that could help with parking.

I am also happy to collect bigger ideas, i.e. Downtown Parking garages, however based on council direction we want to hear from the public on the options that were presented in the study.

4. Please share your notes from your discussion with Jeremy McMahan from Planning

I will send these to you shortly

From: Bea Nahon [<mailto:Bea.Nahon@nahoncpa.com>]

Sent: Friday, February 06, 2015 8:41 AM

To: Pat Wilburn; Philly Hoshko

Cc: Kathy Brown; Kari Page; Michelle Sailor; Dawn Morse; Mark Nelson; David Godfrey

Subject: RE: Meeting Notes: Philly Hoshko/Pat Wilburn regarding Public Engagement on Parking Study

Thank you Pat – and I had many of the same questions so thank you for asking!

And thank you Philly, for taking this on. FWIW, parking is always the topic du jour for Kirkland, as I am sure you're aware!

Philly - I have one other question – I just learned a few moments ago that you will be coming to KAN next week. Excellent! I'm the one who assembles the meeting packet, so if you can have any materials to me by Monday at 5PM, that would be helpful, as packet will be going out that evening to the Neighborhood Reps and Chairs. We try to avoid handouts at the meeting in favor of having handouts in advance, if at all possible.

Thank you again,

Bea

From: Pat Wilburn [mailto:patrick_wilburn@hotmail.com]

Sent: 02/06/2015 8:29 AM

To: Philly Hoshko

Cc: Kathy Brown; Kari Page; Bea Nahon; Michelle Sailor; Dawn Morse; Mark Nelson; David Godfrey

Subject: RE: Meeting Notes: Philly Hoshko/Pat Wilburn regarding Public Engagement on Parking Study

Thanks Philly. Can we move these dates up on the calendar? I will be out of the country from Feb 26th to March 6th.

A few additional questions to clarify our understanding:

1. Which stakeholder groups are you seeking to have included in the facilitated discussions?

2. Who will be the facilitator?
3. Will the discussions include the opportunity to present other options? The reason for our early engagement dating back to last summer was to avoid a situation in which we were debating a fixed set of options, but rather the intent is that the City hear and learn about additional options from the public before shortlisting preferred options
4. Please share your notes from your discussion with Jeremy McMahan from Planning

Many thanks,
Pat

From: PHoshko@kirklandwa.gov
To: patrick_wilburn@hotmail.com
CC: KBrown@kirklandwa.gov; KPage@kirklandwa.gov; bea.nahon@nahoncpa.com; msailor@comcast.net; dnamorse@gmail.com; nelson.markb@gmail.com; DGodfrey@kirklandwa.gov
Subject: RE: Meeting Notes: Philly Hoshko/Pat Wilburn regarding Public Engagement on Parking Study
Date: Fri, 6 Feb 2015 02:12:31 +0000
Dear Pat, Mark, Bea, Michelle and Dawn,

Thank you for your patience!

We have determined the best method for public participation is a series of facilitated discussions. We aim to get a diverse group of stakeholders in these discussions to understand the benefits and challenges with the options presented in the study.

Below are the facilitated discussion dates:

Facilitated Discussion Dates

- Wednesday, February 25th - 7:30am-9:00am City Hall, Peter Kirk Room
- Thursday, February Feb 26th – 11:00am-12:30pm City Hall, Peter Kirk Room
- Monday, March 2nd - 6:00pm-7:30pm – City Hall, Peter Kirk Room
- Wednesday, March 4th – 6:00pm-7:30pm– City Hall, Peter Kirk Room

For those unable to attend the discussions, feedback may be submitted through a survey or to myself directly.

I intend to have information posted on the City of Kirkland website no later than end of day tomorrow. I will then be communicating and promoting participation in the discussions and providing feedback to stakeholder groups and the public next week.

Please let me know if you have any questions or concerns and I will let you know as soon as the website is up with some information you can forward to your constituencies.

Best,

Philly Hoshko

Special Projects Coordinator
City of Kirkland - City Manager's Office

(425) 587-3013  - phoshko@kirklandwa.gov

From: Pat Wilburn [mailto:patrick_wilburn@hotmail.com]
Sent: Thursday, February 05, 2015 12:44 PM
To: Philly Hoshko
Cc: Kathy Brown; Kari Page; Bea Nahon; Michelle Sailor; Dawn Morse; Mark Nelson; David Godfrey
Subject: RE: Meeting Notes: Philly Hoshko/Pat Wilburn regarding Public Engagement on Parking Study

Hi Philly -

As follow-up, are you still targeting having the public disclosure plan ready by the end of this week? I'd like to communicate this out to the stakeholders accordingly.

Please advise.

Thanks,
Pat

From: patrick_wilburn@hotmail.com
To: phoshko@kirklandwa.gov
CC: kbrown@kirklandwa.gov; kpage@kirklandwa.gov; bea.nahon@nahoncpa.com; msailor@comcast.net; dnamorse@gmail.com; nelson.markb@gmail.com; dgodfrey@kirklandwa.gov
Subject: Meeting Notes: Philly Hoshko/Pat Wilburn regarding Public Engagement on Parking Study
Date: Fri, 30 Jan 2015 11:53:16 -0800
Hi Philly -
Thanks for the time this morning. I am attaching my notes from our conversation. Please let me know if I mis-summarized any elements of our conversation. Per our conversation, it is my understanding that you are trying to have the public input schedule published by the end of next week, February 6th.

Thanks - we look forward to continued engagement on this topic.

Pat Wilburn
Market Neighborhood Association Board Member

From: PHoshko@kirklandwa.gov
To: patrick_wilburn@hotmail.com
CC: KBrown@kirklandwa.gov; KPage@kirklandwa.gov;
bea.nahon@nahoncpa.com; msailor@comcast.net; dnamorse@gmail.com;
nelson.markb@gmail.com
Subject: RE: Kirkland Parking Study Follow-Up: Public Input Schedule
Date: Wed, 28 Jan 2015 21:24:12 +0000
Hi Pat,
This Friday, January 31st at 9:30am will work. We will be meeting in the Lake View room of City Hall.

So far I have met with the following internal stakeholders:

Kurt Triplett – City Manager
Kathy Brown – Public Works Director
David Godfrey – Transportation Engineer Manager
Ellen Miller-Wolfe – Economic Development Manager

I also plan to meet with someone from Police, Planning, and the Transportation Commission.

I look forward to meeting you on Friday!

Best,

Philly Hoshko

Special Projects Coordinator
City of Kirkland - City Manager's Office

(425) 587-3013  - phoshko@kirklandwa.gov

From: Pat Wilburn [mailto:patrick_wilburn@hotmail.com]
Sent: Tuesday, January 27, 2015 7:16 PM
To: Philly Hoshko
Cc: Kathy Brown; Kari Page; Bea Nahon; Michelle Sailor; Dawn Morse; Mark Nelson
Subject: Re: Kirkland Parking Study Follow-Up: Public Input Schedule

Hi Philly - Friday morning this week works best for me. Can we meet at city hall at 9:30 am? I encourage others on this thread to join if they can.

Which City staff are you interviewing as part of this process? Please share written notes from those conversations so we have a transparent process.

Thank you,
Pat

On Jan 27, 2015, at 3:27 PM, Philly Hoshko <PHoshko@kirklandwa.gov> wrote:

Hi Pat,

Kathy Brown requested I get back to you regarding the public outreach plan for the recent parking study.

I am the Special Projects Coordinator in the City Manager's Office and over the next few months I will be conducting the public outreach for the parking study.

I am currently conducting interviews with City Staff and starting to scheduling interviews with key community members to understand the expectations for public outreach. Once I understand these expectations I will be able to finalize the design of the public outreach plan.

Thank you so much for the organized email history. It appears like you would be a great stakeholder to interview regarding your expectations for the public outreach before we finalize the plan and conducted broad outreach. Please let me know a few times next week you would be able to meet.

Best,

Philly Hoshko

Special Projects Coordinator

City of Kirkland - City Manager's Office

(425) 587-3013  - phoshko@kirklandwa.gov

From: Pat Wilburn [mailto:patrick_wilburn@hotmail.com]

Sent: Monday, January 26, 2015 12:41 PM

To: Kathy Brown; Philly Hoshko

Cc: Kari Page; 'Bea Nahon'; Michelle Sailor; Dawn Morse; Mark Nelson

Subject: RE: Kirkland Parking Study Follow-Up: Public Input Schedule

Hi Kathy - I wanted to follow up on the commitment below to have a public input schedule available for the Kirkland Parking Study by the end of this month (e.g. this week). Can you let us know this schedule, and then we can organize the right folks to engage to ensure the City is receiving appropriate feedback on the proposed parking changes?

A few additional points:

(1) For reference, I'm attaching the email history between

concerned residents and the City regarding the Parking Study, with 37 emails ranging from June 6th, 2014 to November 24, 2014.

(2) I am also adding Philly to this email thread, as it is my understanding that Philly will be responsible for the outreach effort for this study.

(3) It's my understanding from the KAN meeting on January 14th, that the City would like more clarity on how residents would like to provide input. We have thus far provided specific inputs on Waverly Way (no safe egress for passengers, leading to liability and litigation risk; disruption of de facto bike line; not close enough to downtown) and well as for Lake Ave W. Perhaps it would be a good use of time if we step back and ask residents for their priorities when considering changes to downtown parking. The Lake Washington School District did a nice job of involving the public for their recent boundary change process. They started the process with a survey that asked residents for their most important priorities regarding school rebalancing, and then used these priorities from the community as their guidelines when evaluating parking options. I suggest at a minimum that we survey the neighborhoods surrounding downtown for their priorities regarding parking and then use these priorities for refining or modifying the potential options. We (the neighborhood associations) are happy to coordinate with you on this to ensure a strong response and to ensure that the feedback is helpful to the City in refining it's potential parking options.

Many thanks,

Pat Wilburn

Patrick_wilburn@Hotmail.com

Mobile: 206-679-2626



Market Neighborhood Board Member

From: KBrown@kirklandwa.gov

To: patrick_wilburn@hotmail.com; DGodfrey@kirklandwa.gov

CC: KPage@kirklandwa.gov; bea.nahon@nahoncpa.com;

msailor@comcast.net; dnamorse@gmail.com;

nelson.markb@gmail.com

Subject: RE: Kirkland Parking Study Follow-Up: Public Input Schedule

Date: Fri, 9 Jan 2015 23:41:09 +0000

Hi Pat,

Thank you for taking the time to talk after the City Council meeting. It was a pleasure to meet you.

Now that we have some initial feedback from the City Council, David Godfrey and I are in the process of developing a work program for the public engagement effort. We will have a schedule we can share with you in the near future, no later than the end of this month. We will also be discussing the Draft Parking Study and next steps (including public engagement) with the Kirkland Alliance of Neighborhoods next week.

Please feel free to call me if you wish to talk before the work plan is done. My contact information is below.

Thanks.

--Kathy

Kathy Brown
Director

City of Kirkland, Department of Public Works
P 425.587.3802/Cell 425.457-0047
kbrown@kirklandwa.gov

Caring for your infrastructure to keep Kirkland healthy, safe and vibrant.

From: Pat Wilburn [mailto:patrick_wilburn@hotmail.com]

Sent: Friday, January 9, 2015 11:57 AM

To: Kathy Brown; David Godfrey

Cc: Kari Page; 'Bea Nahon'; Michelle Sailor; Dawn Morse; Mark Nelson

Subject: Kirkland Parking Study Follow-Up: Public Input Schedule

Hi Kathy and David -

Thank you for the quick conversation at the end of the Council Meeting on Tuesday. We discussed the need for a project schedule for external stakeholders to help us understand the public input process ahead of the April recommendation.

Can you let us know the schedule, and when the first public input discussion will take place?

Many thanks,
Pat Wilburn

From: nelson.markb@gmail.com
To: pollard@talonprivate.com
CC: citycouncil@kirklandwa.gov; janetpruitt@hotmail.com;
chuck@bourlandweb.com; donw@mossbay.org;
DGodfrey@kirklandwa.gov; KPage@kirklandwa.gov;
KBrown@kirklandwa.gov; kirby994@frontier.com;
bea.nahon@nahoncpa.com; msailor@comcast.net;
KTriplett@kirklandwa.gov; patrick_wilburn@hotmail.com;
dnamorse@gmail.com

Subject: RE: Kirkland Parking Study

Date: Tue, 25 Nov 2014 10:17:15 -0800

Bill, thank you for taking the time last week to share with Kirkland's Market Neighborhood Talon's current concepts on next steps for Park Place.? I appreciate your candid and open sharing.? I appreciate that Talon is still developing concepts for Park Place and I especially acknowledge your willingness to receive input from Kirkland's residents.

I am forwarding this e-mail string to you as it dovetails with some of the comments at the Market Neighborhood Meeting and provides background on the basis for some of the things you heard from Market Neighborhood residents.

In order to provide perspective for others on this e-mail, I want to recap a few of the Market Neighborhood comments on November 19.

- ? Development of Park Place offers a unique opportunity to provide convenient parking for the businesses and customers of New Park Place.
- ? Explore in-depth with the City of Kirkland how to utilize space under the city-owned park west of the Park Place property.? This is a perfect opportunity to excavate under some (better-yet all) of the park, develop parking and restore the park above the below-ground parking.
- ? A new comment / idea – Transition the tenant of 434 Kirkland Way to the New Park Place and increase the size of the footprint and associated development and parking of the New Park Place.

Bill as you read the string below, I hope you come away with a sense that there are Kirkland residents who are very interested in supporting the City with development of parking solutions.? Last week people at the Market Neighborhood meeting shared ideas with you and provided a sense of how they want to be involved early in the planning and development of ideas.? You can read below continuous interest for the Market Neighborhood in engaging with the City.? Please call on the residents copied on this e-mail as Park Place plans evolve.? My desired outcome is that when Talon seeks approval of its plans by the City of Kirkland, there has been so much involvement of Kirkland residents that the residents are strongly advocating on behalf of Talon.

Those copied are:

- ✉ Members of the Kirkland City Council
- ✉ Janet Pruitt – Chair of NorKirk Neighborhood
- ✉ Dr. Chuck Pilcher – Co-Chair of Lakeview Neighborhood & Member of Evergreen Hospital Board of Commissioners
- ✉ Don Winters – Chair of Moss Bay Neighborhood
- ✉ David Godfrey – City of Kirkland Public Works Transportation Engineering Manager
- ✉ Kari Page – City of Kirkland Neighborhood Services Outreach Coordinator
- ✉ Kathy Brown – City of Kirkland Public Works Director
- ✉ Lisa McConnell – Co-Chair Central Houghton Neighborhood
- ✉ Bea Nahon – Chair of Kirkland Alliance of Neighborhoods
- ✉ Michelle Sailor – Chair of Market Neighborhood (term ends 12/31/2014)
- ✉ Dawn Morse – Chair of Market Neighborhood Associate (effective 1/1/2015)
- ✉ Kurt Triplett – Kirkland City Manager
- ✉ Pat Wilburn – Board Member Market Neighborhood

Also attached is an e-mail from Bea Nahon where she offers as the KAN Chair to engage with the City and support its initiatives concerning parking.

I am a member of the Market Neighborhood Board, its representative to

KAN and may be contacted at 425-576-5675 , should you wish to discuss.

From: Kurt Triplett [<mailto:KTriplett@kirklandwa.gov>]
Sent: Monday, November 24, 2014 5:54 PM
To: 'Pat Wilburn'; Mark Nelson
Cc: City Council; 'Janet Pruitt'; 'Chuck Pilcher'; 'Don Winters'; David Godfrey; Kari Page; Kathy Brown; 'Lisa McConnell'; Bea Nahon; Michelle Sailor
Subject: RE: Kirkland Parking Study

Pat – thank you for your thoughtful comments and the attachment. I know the Council will want us to explore all the issues raised in your communication. I did a quick read tonight and I will pass it on to my staff and the consultant. In the meantime, here is more information about some of the comments. First, thank you for your thoughts on the “once in a generation” opportunities the big projects provide. We agree! The City has expressed to both Park Place and the Antique Mall owner (and broker) that we are interested in partnering with them on developing public parking along with their projects. So as those projects develop the City will actively engage them. Second, the City Council has not yet set any policy parameters around the study. So there is no decision one way or the other about whether downtown parking should be “contained” downtown. The current policy throughout the City is that on-street parking is available to anyone, unless otherwise marked. I can also assure you that the City Council has not made a decision regarding the “right size parking” proposal that was recommended by the Planning Commission and Houghton Community

Council. The Council will likely have several discussions of this topic in 2015 prior to making any final decision.

I also appreciate your ideas about the 26 former police parking spaces. Those spaces have been recaptured for other City Hall employees during the day. The good news is that this keeps 26 non-police employees from parking on the streets around City Hall during the day like they used to do. So there is a net benefit to neighborhood streets. We could certainly experiment about alternative uses of some of the parking if the public is interested. In the meantime, those spaces (and ALL City Hall spaces) are available after 5pm for the general public as well as all weekend. After 5pm the downtown lots and streets are consistently full and City Hall is empty. Unfortunately most folks either don't know the spaces are available, or see them as too far away to use. Except for during big events like the 4th of July, the City Hall lot almost always has space available in the evenings and on Saturday and Sunday. Regardless of whatever other options we pursue, we intend to install better signage in City Hall to make it clear anyone can park at City Hall after 5pm and on weekends. We will also add better signage downtown to direct people to City Hall parking.

Thanks again,

Kurt

From: Pat Wilburn [mailto:patrick_wilburn@hotmail.com]
Sent: Monday, November 24, 2014 4:53 PM
To: Kurt Triplett; Mark Nelson
Cc: City Council; 'Janet Pruitt'; 'Chuck Pilcher'; 'Don Winters'; David Godfrey; Kari Page; Kathy Brown; 'Lisa McConnell'; Bea Nahon; Michelle Sailor
Subject: RE: Kirkland Parking Study

Hi Kurt -
 Thank you for your continued engagement on this topic.

Regarding input thus far, you are correct that most of the feedback thus far has centered around the core issue that the neighborhoods shouldn't serve as overflow parking for downtown. The attached document provides a summary of this perspective, with additional detail. It's concerning and confusing that parking on the west side of Waverly Way and parking on Lake Ave West are both considered options when the neighborhood is adamantly against both options. They both appear to violate the principle that downtown parking should be contained to downtown, and in the case of Waverly Way would interrupt the bike lane that runs the length of Waverly and is consistent with the City's goal of promoting non-vehicular transportation.

Regarding your request for additional options to be considered, here are two suggestions:

1. Permit Parking

To help "protect" the neighborhoods surrounding downtown from increased overflow parking, one option is permit parking. The City of Bellevue has a nice reference page which is worth looking at: <https://www.bellevuewa.gov/parking-management.htm>. Enforcement costs could be mitigated by handling enforcement on a reactive basis (e.g. when residents call in to request enforcement). There are a variety of sub-options to be considered here, including (a) restricted times, (b) two-hour windows, (c) # of guest passes for residents, (d) seasonality, as demand is highest in summer.

2. Incentives for Park Place and the Antique Mall location to add public parking

Both of these properties are "once in a generation" opportunities to add a healthy supply of off-street parking to downtown. We heard from the potential Park Place developer last week that they see public parking as a potential way to ensure visitors come to Park Place. In the case of the Antique Mall, developer incentives to encourage public parking could add spots in the core of downtown and right near the Park Lane walkway.

Thank you for the continued dialogue on this important topic.

Regards,
Pat

From: KTriplett@kirklandwa.gov
 To: nelson.markb@gmail.com
 CC: citycouncil@kirklandwa.gov; patrick_wilburn@hotmail.com;
janetpruitt@hotmail.com; chuck@bourlandweb.com;
donw@mossbay.org; DGodfrey@kirklandwa.gov;
KPage@kirklandwa.gov; KBrown@kirklandwa.gov;
kirby994@frontier.com; Bea.Nahon@nahoncpa.com;
msailor@comcast.net

Subject: RE: Kirkland Parking Study

Date: Tue, 25 Nov 2014 00:01:44 +0000

Mark – thank you for your email. After our initial meetings with the consultant we did decide to reorder the tasks to ensure that every stakeholder had the same baseline of basic information and options as the starting point. No change orders are necessary to reorder the tasks

as long as all the tasks are completed. Task 1.3 will occur as soon as the Council is briefed on the preliminary report in January. Again that will report will be the starting point of the public process. There will be no recommendations included in that report, only information. We are still developing the list of 8 stakeholders. Patrick is definitely one of them. Once they are all identified, I will send you the list. I truly appreciate the interest you all have in the parking study. As before, I can assure you all that you have not missed any opportunity for input, comment or recommendation. In the meantime, since I have provided an overview of the various options below that will be included in the report, if you have any comments or observations, feel free to share them with us now if you like. We also welcome any additional options you think we should evaluate as well. So far none have been suggested but we are happy to take them at any time.

Kurt

From: Mark B. Nelson [<mailto:nelson.markb@gmail.com>]
Sent: Tuesday, November 18, 2014 8:28 PM
To: Kurt Triplett
Cc: City Council; 'Patrick Wilburn'; 'Janet Pruitt'; 'Chuck Pilcher'; 'Don Winters'; David Godfrey; Kari Page; Kathy Brown; 'Lisa McConnell'; Bea Nahon; Michelle Sailor
Subject: RE: Kirkland Parking Study

Kurt, I have silently watched all of the traffic on this topic and decided that it would be helpful to look at the Agreement between the City and Rick Williams Consulting, the firm that is conducting the Parking Study. Attached you will find Attachment A and B to the Williams Agreement.

As I look at the Task List, it appears to me that the sequence of work that is actually happening is different than the version of the Agreement that I have.

Specifically, Attachment B Task 1.3 indicates, *“Schedule, conduct and summary up to 8 external (non-staff) stakeholder interviews and 8 internal (staff) interviews.”* In early June Market Neighborhood Board Member Patrick Wilburn asked you how he (i.e. the Market Neighborhood) could engage in the process. Since June, Patrick has continued to check-in and follow-up with David Godfrey and emphasize Market Neighborhood’s interest in being involved.

Reading your description below, and the attached Task List, leaves me confused and with three questions:

1. Who are the 8 external stakeholders described in Task 1.3?
2. What Tasks have been completed?
3. Are there any Change Orders to the Attachments?

My interest is to be supportive and involved with the Parking Study. My concern is that the City has not accepted Market Neighborhood’s offers,

and as far as I know, has not identified who will be involved early in the project as required in Attachment B.

From: Bea Nahon [<mailto:Bea.Nahon@nahoncpa.com>]
Sent: Tuesday, November 18, 2014 7:32 AM
To: Kurt Triplett; Michelle Sailor
Cc: City Council; Patrick Wilburn; Janet Pruitt; Chuck Pilcher; Don Winters; David Godfrey; Mark B. Nelson; Kari Page; Kathy Brown; Lisa McConnell
Subject: RE: Kirkland Parking Study

Kurt, once again, your responsiveness is both impressive and appreciated.

It is challenging for citizens to provide meaningful and constructive comments when items don't become available until the Council agenda is posted, which typically doesn't happen until late on the preceding Friday. With respect to this particular report, we know the January Council meeting is just one of the first stops along the way, but all the same, there are many of us who would appreciate the ability to see the data sooner.

Is that possible? Please advise. From what you've noted below, it sounds like the report is still a work in progress so let us know what you think is reasonable and productive.

Thank you!

Bea

Sent from my Verizon Wireless 4G LTE smartphone. All typos are caused by autotype.

----- Original message -----

From: Kurt Triplett <KTriplett@kirklandwa.gov>
Date: 11/17/2014 9:32 PM (GMT-08:00)
To: Bea Nahon <Bea.Nahon@nahoncpa.com>, Michelle Sailor <msailor@comcast.net>
Cc: City Council <citycouncil@kirklandwa.gov>, Patrick Wilburn <patrick_wilburn@hotmail.com>, Janet Pruitt <janetpruitt@hotmail.com>, Chuck Pilcher <chuck@bourlandweb.com>, Don Winters <donw@mossbay.org>, David Godfrey <DGodfrey@kirklandwa.gov>, "Mark B. Nelson" <nelson.markb@gmail.com>, Kari Page <KPage@kirklandwa.gov>, Kathy Brown <KBrown@kirklandwa.gov>, Lisa McConnell <kirby994@frontier.com>, Kathy Brown <KBrown@kirklandwa.gov>
Subject: RE: Kirkland Parking Study

Michelle and Bea – Thanks for your emails. I don't have much more of an update than I did before. We are still working on getting the preliminary feasibility report and staff memo done in time for the January 6 Council meeting. Michelle asked what options we are looking at. Again, there are not too many more than I listed before. Options include looking at Lake Ave W., Waverly Way, a new parking lot on the south City Hall property, better use of City Hall parking at night, various church properties close to downtown, and trying to gain public access to some of the private parking in Merrill Gardens and the Bank of America building. We are also evaluating better signage, a potential parking branding campaign, and various technologies and electronic reader boards that can tell people where spaces are available in the public lots and the library. Finally we will be making improvements to the library garage, including better lighting, painting, renovation of the elevator as well as evaluating changes to the permit parking/general parking allocations. That covers most of the report that will be presented to the Council. As for additional ideas, feel free to send them to us now or after you see the preliminary report. Please let me know if you have any other questions or suggestions. Thanks again!

Kurt

From: Bea Nahon [<mailto:Bea.Nahon@nahoncpa.com>]
Sent: Monday, November 17, 2014 7:55 PM
To: Michelle Sailor; Kurt Triplett
Cc: City Council; Patrick Wilburn; Janet Pruitt; Chuck Pilcher; Don Winters; David Godfrey; Mark B. Nelson; Kari Page; Kathy Brown; Lisa McConnell
Subject: RE: Kirkland Parking Study

Kurt,

Circling back to you on this, I note that the study appears to be calendared for the January 6 City Council meeting although I can't tell at what level of detail. Can you please provide an update for us?

Thank you!

Bea

Sent from my Verizon Wireless 4G LTE smartphone. All typos are caused by autotype.

----- Original message -----

From: Michelle Sailor <msailor@comcast.net>
Date: 11/06/2014 8:56 AM (GMT-08:00)
To: Kurt Triplett <KTriplett@kirklandwa.gov>
Cc: City Council <citycouncil@kirklandwa.gov>, Bea Nahon

<Bea.Nahon@nahoncpa.com>, Patrick Wilburn
<patrick_wilburn@hotmail.com>, Janet Pruitt
<janetpruitt@hotmail.com>, Chuck Pilcher
<chuck@bourlandweb.com>, Don Winters
<donw@mossbay.org>, David Godfrey
<DGodfrey@kirklandwa.gov>, "Mark B. Nelson"
<nelson.markb@gmail.com>, Kari Page <KPage@kirklandwa.gov>,
Kathy Brown <KBrown@kirklandwa.gov>

Subject: Re: Kirkland Parking Study

Thank you Kurt for thorough and prompt response. I understand how priorities change and I have personally seen Public Works staff working everywhere lately.

Is there any way that stakeholders could hear about what options the consultant is reviewing prior to conclusion of report. There may be some suggestions for other options that the consultant may not have and may want to explore further. The goal is not to pick apart the options selected but to make sure many options are explored. We have a lot of residents with local knowledge and connections who may be aware of some development or possibility that is not publicly known.

We look forward to participating in this process and appreciate all the hard work that David and the rest of his group are doing for our city.

Best,
Michelle

Sent from my iPad

On Nov 5, 2014, at 11:14 PM, Kurt Triplett
<KTriplett@kirklandwa.gov> wrote:

Hi Michelle – thank you for your message. First, let me apologize that you have not heard from us in quite some time about the parking study. We have had a lot on our plate this year (more about that later) and the parking study has languished a bit longer than we had hoped. I should have done a better job providing the community with a status update. That was my task and I take responsibility for not communicating more. I will make sure we send out an update soon.

But second, let me assure you that you haven't missed anything! We have not yet begun the public outreach or the decision making. We have a briefing on the parking study scheduled for the Council on the first

meeting in January, and then we intend to start the public outreach immediately thereafter. When it is launched, we will include all neighborhood and business organizations and we will be grateful to have Patrick's involvement. The purpose of the Council briefing is not to ask them for preferences or decisions at this point, but just to inform them as to what is in the report before we take it out to the public for input.

So let me provide a little more background. The report that the consultant will be providing to the Council will be a draft feasibility report only. It will not have any recommendations. The primary purpose of the report is to identify potential options for adding parking capacity, or using existing capacity more efficiently, and to identify estimated costs for each option. It will not be ranking the options or prioritizing them, simply identifying them. Choices about which options to pursue will come from the public outreach and Council deliberations that follow. So for example the report will say that if you wanted to put parking on Lake Avenue West, you could conceivably get X number of additional spaces on the West side of the street, at a cost of Y. Or if you want to create an electronic sign system that will tell folks how many spaces are available in the Library parking lot, here are several technologies that do that and here is how much each one costs. One option I have been briefed on shows that if you want to convert the lot South of City Hall to a parking lot, it could result in 150-160 new spaces at a rough cost of \$2 million. The study will then have some policy options to consider such as whether a new parking lot would be a pay lot, or reserved for downtown employees only, or 2 hour time limited, and so on.

The idea behind our process was that we needed a menu of options and costs for the Council and the public to evaluate. We intentionally chose to have a technical feasibility report as the basis for the discussion so that everyone was starting with the same information and options could be identified in an objective manner. But our process is designed so that the final decisions will be shaped by community input and Council direction.

I want to conclude with some important context. The parking study is an important task for the City and we wanted to be done sooner. However, there were quite a few other tasks that consumed Dave Godfrey's time, as well as that of the rest of Public Works. As you know, the whole government has been spending a great deal of effort on the 2015-2016 budget process, as well as

the Comprehensive Plan update and the Kirkland 2035 plans. Dave this year not only had the parking study on his plate, he also was in charge of the CKC Master Plan, which he brought to a successful conclusion in 2014. He is also the primary lead on developing our first ever city-wide Transportation Master Plan, which is a huge undertaking (\$250 million over 20 years) which includes updated plans for all modes including sidewalks, bike lanes, school walk routes, transit, as well as street maintenance and enhancement. Dave is also leading the overhaul of our traffic concurrency policies as well as being responsible for reviewing and making recommendations on Sound Transit's Long Range Plan and potential ST3 ballot measure. If that weren't enough, we also piled on Dave and the CIP team a multi-million dollar Intelligent Transportation System implementation and much more. Dave and his team also respond to neighborhood traffic calming requests throughout the city, as well as review transportation studies for new development. Public Works also had to develop utility rates this year for the budget process as well as complete the Surface Water Master Plan, and the Water and Sewer Plan updates. The 85th Street project started construction, the CKC interim trail is under way and we also completed extensive outreach and design on the Park Lane project which breaks ground in January. And we did all this in 2014 with two Interim Public Works Directors (Pam Bissonnette and Marilynne Beard) before our newest permanent Director, Kathy Brown, was able to join us in October. And that is just key highlights from one department. I didn't even mention marijuana!

I share all of this with you not to complain. On the contrary, having such an ambitious work program is very exhilarating and inspiring for staff. But PW in particular has been stretched thin. I thought it might be helpful to show why the parking study got delayed. It wasn't intentional. We just simply bit off a tiny bit more than we could chew in 2014. But we will rectify that in 2015. We are almost done and want the Market Neighborhood (and all neighborhoods) to engage in the parking study as soon as it is released in January.

I hope this helps. Please let me know if you have any questions or insights. We welcome your thoughts!

Kurt

From: Michelle Sailor [<mailto:msailor@comcast.net>]

Sent: Wednesday, November 05, 2014 8:47 PM

To: City Council; Kurt Triplett

Cc: Bea L. Nahon; Patrick Wilburn; Janet Pruitt; Chuck

Pilcher; Don Winters; David Godfrey; Mark B. Nelson;
Kari Page

Subject: Fwd: Kirkland Parking Study

Hello City Council Members and Kurt Triplett,

I am writing to you as I have concerns that our neighborhood association is not being included in the parking study process. While David has responded promptly to our emails, we have not been included in the early stages of this process. Patrick has been trying to represent the Market Neighborhood in this process as our neighborhood could be impacted by decisions made and we want to have our concerns and issues represented from the beginning. We contacted the city as soon as this parking study was announced and were told input from stakeholders was wanted.

When we are only involved towards the end of the process, it is harder to make changes and it puts us in an adverse position. Patrick, as a member of the Market Neighborhood Association Board, volunteers his time to represent us. He has taken the time to research this issue for us and I think he should have the opportunity to at least meet with the consultant. How can the consultant get background information and options without at least talking with stakeholders outside of the city staff? I have included other neighborhood leaders in case this issue is of interest to them too. I am sure downtown businesses would be interested too.

I would appreciate any assistance that you can offer. I have great respect for David and the work he does but I do not like how this process has dragged on over the months without our input being considered by the consultant.

Best,
Michelle Sailor
MNA Chair

Sent from my iPad

Begin forwarded message:

From: David Godfrey
<DDGodfrey@kirklandwa.gov>
Date: October 30, 2014 at 2:49:43 PM PDT
To: 'Pat Wilburn'
<patrick_wilburn@hotmail.com>
Cc: Mark Nelson
<nelson.markb@gmail.com>, Michelle Sailor
<msailor@comcast.net>, Marilynne Beard <MBeard@kirklandwa.gov>, Jon Regala
<JRegala@kirklandwa.gov>, Kathy Brown <KBrown@kirklandwa.gov>, Kari Page <KPage@kirklandwa.gov>
Subject: RE: Kirkland Parking Study

Hi Pat:

We'll get some direction from Council on public outreach in January. We'll certainly inform Council of your interest and I'm sure they will want to hear from you.

As background, here's a snippet from earlier emails you and I exchanged:

1. We requested in August that representatives from Market neighborhood be included as one of the 8 external (non-staff) stakeholder interviews, per Task 1.3 in Appendix B? Have the interviews been determined yet? How do we confirm our role as an interviewee? Can you send the full list of external interviewees?

As mentioned in previous email (Aug 13)

Since the parking study is more technical in nature, we will do the external stakeholder work after the consultant has come up with some background information and options that we can use as a foundation for our conversation with stakeholders. I agree that Market neighborhood residents are definitely an important group that should weigh in on any proposed

*changes to parking before any decisions
are reached.*

David Godfrey, P.E.
Transportation Engineering Manager
City of Kirkland Public Works
Department

(425) 587-3865



Cell (425) 531-8877



*Caring for your infrastructure to keep
Kirkland healthy, safe and vibrant.*

From: Pat Wilburn
[mailto:patrick_wilburn@hotmail.com]
Sent: Sunday, October 26, 2014 4:41 PM
To: David Godfrey
Cc: Mark Nelson; Michelle Sailor;
Marilynne Beard; Jon Regala; Kathy
Brown; Kari Page
Subject: RE: Kirkland Parking Study

Hi David -
Has Task 1.3 in Appendix B been
completed? Recall that we have
requested Market neighborhood
representatives be included as one
of the eight external (not-staff)
interviews as part of this task.

Thank you,
Pat

From: DDodfrey@kirklandwa.gov
To: patrick_wilburn@hotmail.com
CC: nelson.markb@gmail.com;
msailor@comcast.net;
MBeard@kirklandwa.gov;
JRegala@kirklandwa.gov;
KBrown@kirklandwa.gov;
KPage@kirklandwa.gov

Subject: RE: Kirkland Parking Study

Date: Fri, 24 Oct 2014 22:37:37

+0000

Hi Pat:

Thanks for staying in touch. We are going to continue to refine the study and take it to Council in January. This is not for them to approve anything, but rather to simply share potential options. We'll also bring them some options for how to move forward on public involvement. We want Council to have a chance to understand what the study says before taking it out to the community and the next opening on their calendar is after the first of the year.

If you have any questions please let me know.

David Godfrey, P.E.
Transportation Engineering Manager
City of Kirkland Public Works
Department

(425) 587-3865



Cell (425) 531-8877



*Caring for your infrastructure to keep
Kirkland healthy, safe and vibrant.*

From: Pat Wilburn
[mailto:patrick_wilburn@hotmail.com]
Sent: Friday, October 17, 2014 5:50 PM
To: David Godfrey; Kari Page
Cc: Mark Nelson; Michelle Sailor;
Marilynne Beard; Jon Regala
Subject: RE: Kirkland Parking Study

Hi David -
Checking in to see if the consultant's findings are available. Please let us know.

We remain keen to provide formal stakeholder input as part of the

process.

Thanks,
Pat

From: DDGodfrey@kirklandwa.gov
To: patrick_wilburn@hotmail.com;
KPage@kirklandwa.gov
CC: nelson.markb@gmail.com;
msailor@comcast.net;
MBeard@kirklandwa.gov;
JRegala@kirklandwa.gov
Subject: RE: Kirkland Parking Study
Date: Wed, 24 Sep 2014 18:40:36
+0000
Thanks for resending and all your
previous comments.... See below for
answers to your questions.

From: Pat Wilburn
[mailto:patrick_wilburn@hotmail.com]
Sent: Wednesday, September 24, 2014
11:12 AM
To: Kari Page; David Godfrey
Cc: Mark Nelson; Michelle Sailor;
Marilynne Beard; Jon Regala
Subject: RE: Kirkland Parking Study

Hi David and Kari - Can you take a
look and reply to the questions
below?

Thanks,
Pat

From:
patrick_wilburn@hotmail.com
To: kpage@kirklandwa.gov;
dgodfrey@kirklandwa.gov
CC: nelson.markb@gmail.com;
msailor@comcast.net;
mbeard@kirklandwa.gov;
jregala@kirklandwa.gov
Subject: RE: Kirkland Parking Study

Date: Wed, 17 Sep 2014 16:23:22 - 0700

Hi David and Kari -

Checking in for a status update on the parking study.

A few specific questions:

1. We requested in August that representatives from Market neighborhood be included as one of the 8 external (non-staff) stakeholder interviews, per Task 1.3 in Appendix B? Have the interviews been determined yet? How do we confirm our role as an interviewee? Can you send the full list of external interviewees?

As mentioned in previous email (Aug 13)

Since the parking study is more technical in nature, we will do the external stakeholder work after the consultant has come up with some background information and options that we can use as a foundation for our conversation with stakeholders. I agree that Market neighborhood residents are definitely an important group that should weigh in on any proposed changes to parking before any decisions are reached.

2. From prior communication, the expectation was that the consultant's findings would be available for review in September. How is the timing looking?

Consultant sent a draft for me to review this week. I've started to look at it, and there are some changes needed. It looks like it will now be at least mid-October, I'll try and get you a more precise answer on this.

Thanks,
Pat

From: KPage@kirklandwa.gov
To: DGodfrey@kirklandwa.gov
CC: patrick_wilburn@hotmail.com;
nelson.markb@gmail.com;
msailor@comcast.net;
MBeard@kirklandwa.gov;
JRegala@kirklandwa.gov
Subject: Re: Kirkland Parking Study
Date: Fri, 29 Aug 2014 23:54:19
+0000
Thank you! I will look into this more
when I return from vacation
Tuesday.

Sent from my iPhone

On Aug 29, 2014, at 4:47 PM, "David
Godfrey"
<DGodfrey@kirklandwa.gov> wrote:

Thank you Pat.

From: Pat Wilburn
[mailto:patrick_wilburn@hotmail.com]
Sent: Friday, August 29,
2014 10:27 AM
To: David Godfrey;
Mark Nelson
Cc: Kari Page; Michelle
Sailor; Marilynne Beard;
Jon Regala
Subject: RE: Kirkland
Parking Study

Hi David -
I wanted to add a
couple of other
inputs into the early
thinking on potential
parking changes to
the downtown area.


I am including Jon Regala on this mail as well, so that this feedback is seen by the Multi-Family Parking committee as well.

1. It appears the City intends to move ahead with changes to the Multi-Family Parking Requirements to limit the number of spots required for such properties. Can you help us understand what protections will be put in place to ensure this does not create spill over into the neighborhoods surrounding downtown, including Market neighborhood? Do we need "Zone" parking for the surrounding neighborhoods? Do we need time-restrictions for those without zone placards? There are likely many other viable options, but the primary point is that we don't want to "hope" that the surrounding neighborhoods are not impacted. Rather, we want to be planful about the change, and have appropriate

protections in place
so that the
neighborhoods don't
become spillover
parking lots.

2. As you
may have seen,
Juanita Village is
receiving negative
publicity due
to parking shortages,
causing challenges for
employees and the
general
public. <http://www.kirklandreporter.com/news/273064951.htm>
|. For the Central
Business District
(CBD), we would be
concerned about
parking constraints
that led employees to
park in the
surrounding
neighborhoods
(which don't currently
have any time
restrictions), in order
to be able to come to
work and do their
jobs.

Thank you,
Pat Wilburn
Mobile: 206-679-

2626 

[<image001.jpg><~WRD000.jpg>](#)

From:
DGodfrey@kirklandw

[a.gov](#)

To:

patrick_wilburn@hotmail.com;
nelson.markb@gmail.com

CC:

KPage@kirklandwa.gov;
msailor@comcast.net;
MBeard@kirklandwa.gov

Subject: RE: Kirkland
Parking Study

Date: Wed, 13 Aug
2014 23:40:48 +0000

Thank you for putting
that information
together Pat. I will
send it to the
Consultant.

From: Pat Wilburn
[mailto:patrick_wilburn@hotmail.com]

Sent: Wednesday,
August 13, 2014 4:36
PM

To: David Godfrey;
Mark Nelson

Cc: Kari Page; Michelle
Sailor; Marilynne Beard

Subject: RE: Kirkland
Parking Study

Great thanks David.

Since it sounds like
the current phase of
the study is
background
information, I
thought I would
provide some
(hopefully) helpful
background for the
consultant to
incorporate. It would

be great if you can forward the below information on to the consultant. We're happy to meet with him/her in person as well if that's helpful.

Background Area #1 - Overall Question on Reducing Downtown Parking

There appear to be multiple initiatives underway that reduce downtown parking:

- * Reduction in parking spots for Park Lane
- * Potential reduction in parking requirements for multi-unit development
- * Constraints on employee parking downtown that leads to overflow to surrounding areas (if library not available or desirable).
- * We would generally be concerned about a plan that reduces parking downtown and encourages it in adjoining neighborhoods.

Background Area #2 - Opportunity to re-using existing City parking

- * How many parking spots could be made available at City Hall?
- * How many parking

spots could be made
available at the
Annex location?

**Background Area #3 -
Specific Market
Neighborhood Issues**

* The Market
neighborhood already
hosts a number of
parking-related needs
for the City (Boat
trailer parking,
parking for Heritage
Hall events, parking
for Heritage Park,
including the two
tennis courts, and
hosting numerous
events including the
Shamrock Run, 12Ks
of Christmas, 3-day
walk event, and 4th
of July parade
parking)

* Waverly Way in
particular has a bike
lane along the west
side of Waverly, that
is both a community
asset and consistent
with the City's goal of
non-auto transit. We
will want to maintain
this.

* A Lake Ave W.
resident has
expressed concern
that increased
parking on Lake Ave
W. will reduce the
ability for fire trucks
to turn around and
get on to the next
call, an issue
that presents a safety
risk to the larger

community.

Thanks,
Pat

From:
DDGodfrey@kirklandwa.gov

To:
patrick_wilburn@hotmail.com;
nelson.markb@gmail.com

CC:
KPage@kirklandwa.gov;
msailor@comcast.net;
MBeard@kirklandwa.gov

Subject: RE: Kirkland
Parking Study

Date: Wed, 13 Aug
2014 23:14:10 +0000

Hi Pat:

I apologize for the
delayed response.

Since the parking study
is more technical in
nature, we will do the
external stakeholder
work after the
consultant has come up
with some background
information and
options that we can use
as a foundation for our
conversation with
stakeholders. I agree
that Market
neighborhood residents
are definitely an
important group that
should weigh in on any

proposed changes to
parking before any
decisions are reached.

From: Pat Wilburn
[mailto:patrick_wilburn@hotmail.com]
Sent: Sunday, August
10, 2014 3:49 PM
To: David Godfrey;
Mark Nelson
Cc: Kari Page; Michelle
Sailor; Marilynne Beard
Subject: RE: Kirkland
Parking Study

Sure. Happy to
help. Specific to the
parking study, has
Task 1.3 in Appendix
B been scheduled or
completed yet? This
task refers to
"Schedule, conduct,
and summary up to
8 external (non-
staff) stakeholder
interviews & 8
internal (staff)
interviews". I would
submit that Market
neighborhood
residents are a
primary stakeholder
and should be
included in the
external stakeholder
interviewers. Can
you let us know
which non-staff
stakeholders were
selected for this Task
and how we include
neighborhood
feedback?

Thanks,
Pat

From:
DDGodfrey@kirklandwa.gov
To:
patrick_wilburn@hotmail.com;
nelson.markb@gmail.com
CC:
KPage@kirklandwa.gov;
msailor@comcast.net;
MBeard@kirklandwa.gov
Subject: RE: Kirkland
Parking Study
Date: Fri, 8 Aug 2014
23:56:34 +0000
Okay. I understand
where you are coming
from. Thanks for those
comments.

From: Pat Wilburn
[mailto:patrick_wilburn@hotmail.com]
Sent: Friday, August 08,
2014 4:42 PM
To: David Godfrey;
Mark Nelson
Cc: Kari Page; Michelle
Sailor; Marilynne Beard
Subject: RE: Kirkland
Parking Study

Thanks David. Does
that mean that the
consultant evaluated
overflow parking
from downtown
activity and
determined that
Waverly Way was
being impacted by

increased overflow
parking?

It's likely no surprise
that we would have
concerns about a City
approach that
assumes a solution
for downtown
parking is to overflow
into the
neighborhoods. Worse yet would be a
solution that
encourages such
activity by expanding
parking in the
neighborhood versus
addressing parking
issues within the
downtown/waterfront
area.

Our goal at this point
is to be proactive in
providing this input
rather than reacting
to a proposal towards
the end of the
process.

Thanks,
Pat

From:
DDGodfrey@kirklandwa.gov
To:
patrick_wilburn@hotmail.com;
nelson.markb@gmail.com
CC:
KPage@kirklandwa.gov;
msailor@comcast.net

;
MBeard@kirklandwa.gov

Subject: RE: Kirkland
Parking Study

Date: Fri, 8 Aug 2014
23:11:29 +0000

Looks like Waverly Way
is well used and there is
little parking on Lake
Ave. W.

That's a very quick
summary, not sure if it
answers your question.

From: Pat Wilburn
[mailto:patrick_wilburn@hotmail.com]

Sent: Friday, August 08,
2014 4:00 PM

To: David Godfrey;
Mark Nelson

Cc: Kari Page; Michelle
Sailor; Marilynne Beard

Subject: RE: Kirkland
Parking Study

Thanks for the quick
response David. Can
you give a bit of
insight into the scope
of the consultant's
research as it relates
to overflow parking in
the
neighborhoods? Is
this being studied
(and if so, how)?

Thanks,
Pat

From:
DGodfrey@kirklandwa.gov

To:
patrick_wilburn@hotmail.com;
nelson.markb@gmail.com
CC:
KPage@kirklandwa.gov;
msailor@comcast.net;
MBeard@kirklandwa.gov
Subject: RE: Kirkland
Parking Study
Date: Fri, 8 Aug 2014
19:46:55 +0000
Hi:

The consultant is still working on putting their findings together I expect we'll have something to share in September.

From: Pat Wilburn
[mailto:patrick_wilburn@hotmail.com]
Sent: Friday, August 08, 2014 12:28 PM
To: David Godfrey;
Mark Nelson
Cc: Kari Page; Michelle Sailor; Marilynne Beard
Subject: RE: Kirkland
Parking Study

Hi David - I wanted to check-in on the current status of the parking study. Can you let us know where things are at?

From a Market neighborhood perspective, we are keen to proactively provide our input as

early in the process as feasible.

Thanks,
Pat

From:
DDGodfrey@kirklandwa.gov
To:
nelson.markb@gmail.com
CC:
KPage@kirklandwa.gov;
msailor@comcast.net;
MBeard@kirklandwa.gov;
patrick_wilburn@hotmail.com
Subject: RE: Kirkland
Parking Study
Date: Thu, 12 Jun
2014 22:01:04 +0000
Hi Mark:

Yes I'm the contact and we are already underway.

I should add that this is more of a technical study to provide City Council with information. For example, what would it cost to place signs that indicate the number of open parking stalls in the library garage or what are common practices for neighborhood parking zones, etc. Public process will be the next phase based on Council direction.

Hope that helps.

From: Mark B. Nelson
[<mailto:nelson.markb@gmail.com>]
Sent: Wednesday, June 11, 2014 9:29 AM
To: David Godfrey
Cc: Kari Page; 'Michelle Sailor'; 'Patrick Wilburn'
Subject: Kirkland Parking Study

Dave, thanks very much.

When do you expect to kick-off this project, and will you be Kirkland's project leader?

From: David Godfrey
[<mailto:DGodfrey@kirklandwa.gov>]
Sent: Wednesday, June 11, 2014 8:53 AM
To: 'Mark B. Nelson'
Cc: Kari Page; Michelle Sailor; Patrick Wilburn
Subject: RE: Market Neighborhood Meeting May 21, 2014 - City of Kirkland Handouts

Sorry for the confusion. Yes, 1.A should refer to attachment A. Attachment B is attached here.

From: Mark B. Nelson
[<mailto:nelson.markb@gmail.com>]
Sent: Monday, June 09, 2014 11:37 AM
To: David Godfrey
Cc: Kari Page; Michelle Sailor; Patrick Wilburn
Subject: FW: Market

Neighborhood Meeting
May 21, 2014 - City of
Kirkland Handouts

Dave, it seems we are
getting closer. Thank
you. In the PSA with
Rick Williams
Consulting:

- ? Section I. A. refers to
"...services described in
Attachment B...." I do
not find an Attachment
B.
- ? Section II. A. refers to
Attachment B.

In Section I.A. should
the PSA indicate
Attachment A?

Please provide
Attachment B.

[http://www.rickwilliams
consulting.com/](http://www.rickwilliamsconsulting.com/)

From: David Godfrey
[<mailto:DDGodfrey@kirklandwa.gov>]
Sent: Monday, June 09,
2014 11:20 AM
To: 'Mark B. Nelson'
Cc: Kari Page; Michelle
Sailor; Patrick Wilburn
Subject: RE: Market
Neighborhood Meeting
May 21, 2014 - City of
Kirkland Handouts

Sorry again for the
delay.

See attached. Not sure
if this is what you have
in mind, but this is the
document that refers to
the scope. Let me

know if you're looking for something else. I think you also wanted an electronic version of the scope; that's attached.

From: Mark B. Nelson
[<mailto:nelson.markb@gmail.com>]

Sent: Monday, June 09, 2014 9:24 AM

To: David Godfrey

Cc: Kari Page; Michelle Sailor; Patrick Wilburn

Subject: RE: Market Neighborhood Meeting May 21, 2014 - City of Kirkland Handouts

Dave, please use Reply All when you send the document.

From: David Godfrey
[<mailto:DDGodfrey@kirklandwa.gov>]

Sent: Monday, June 09, 2014 7:49 AM

To: Kari Page

Cc: 'Mark B. Nelson'

Subject: RE: Market Neighborhood Meeting May 21, 2014 - City of Kirkland Handouts

Sorry for the delay. Yes I will send it to you.

From: Kari Page

Sent: Friday, June 06, 2014 2:49 PM

To: David Godfrey

Cc: 'Mark B. Nelson'

Subject: FW: Market Neighborhood Meeting May 21, 2014 - City of Kirkland Handouts

Hi Dave

I just tried to call you. I'm wondering if

you could provide Mark
(cc'd on this email) with
the document that this
lists of
tasks/Attachment A
came from (attached
PDF)?

He was thinking it
might provide some
background for people
who are interested in
this study. Is it the
RFP?

Could you send that
along for them to see?
Let me know,

THANKS

Kari

Kari Page

Neighborhood Outreach
Coordinator
City of Kirkland
City Manager's Office/Public
Works Department

Office: 425-587-3011



<image001.jpg><~WRD000.j
pg>

Cell: 425-736-6477



<image001.jpg><~WRD000.j
pg>

Email: [Kpage@kirklandwa.g
ov](mailto:Kpage@kirklandwa.gov)

**[Neighborhood E-
Bulletins](#) | [Kirkland on
Twitter](#) | [Capital
Projects](#) | [Neighborhood
Services](#)**

Philly Hoshko

From: Chuck Pilcher <chuck@bourlandweb.com>
Sent: Thursday, January 01, 2015 12:33 PM
To: City Council
Subject: Parking Study

Dear Council Members:

Since I am unable to attend Tuesday's meeting to offer input on the parking study options, I want to renew my plea herewith that we continue to consider the "lidding" of Marina Park as a parking option. As a joint venture involving both Parks and parking, we might someday be able to find a way to afford it. I know it's expensive - but what a boon for Downtown a "Central Park" would be.

My second plea on parking is to partner with developers to include some public parking in anything built in Downtown.

Finally, my last plea is that we continue to focus on the Totem Lake Business District as our economic engine, and acknowledge that the historical CBD in Downtown is a dinosaur. "Downtown" needs to be our "Central Activity Area," the reason visitors come to Kirkland and the reason residents enjoy living here. "Destination Retail" on our prime waterfront property makes no sense whatsoever, unless you envision stores by Gucci, Ralph Lauren, Rolex, etc. - which would be the end of Kirkland as we know and love it.

Keep plugging away. I appreciate the service of each of you, but my 2015 wish would be that the Council's personal political agendas would give way to a vision for the greater community.

Chuck Pilcher
chuck@bourlandweb.com
206-915-8593

Philly Hoshko

From: Bea Nahon <Bea.Nahon@nahoncpa.com>
Sent: Friday, January 02, 2015 5:40 PM
To: City Council
Cc: Kurt Triplett; David Godfrey; Kathy Brown
Subject: Downtown Parking preliminary options

Happy new year!

Some thoughts to share as I read thru the Downtown Parking preliminary options report for your upcoming Council meeting:

1. Stakeholders for next steps – KAN should be one of the stakeholders so that we get a broad based citizen perspective. By the way, thank you in advance to Kurt Triplett and David Godfrey who are coming to the next KAN meeting to discuss this report.
2. The report, Table 3, includes a count of off-street facilities at 1029 spaces. This table should also include the lot at 2nd Street and Central Way (north side of the street), where the City has an easement for public parking. That's not a lot of spaces, but there are some there. That is, if you don't mind parking several degrees off of plumb.
3. Staying with Table 3, there are 61 spaces noted as on-street, those being spaces on Market, Waverly & Lake. I'm not sure why the table did not also include the street parking on other downtown streets such as Central Way, Kirkland Ave, etc. For example, the spaces on 3rd Avenue are always full during the day and typically throughout the evening as well. During the day, we can tell that there are many who park on 3rd Avenue to use the facilities at Bassline Fitness on Central Way, based on their attire of leggings and athletic shoes.
4. To get to 85%, the report seems to be grossing up solely from the off-street spaces to arrive at a shortfall of about 150 spaces. To consider 85% utilization in our downtown, though, wouldn't you also have to include the on-street spaces as noted above? When the public is looking for parking, they are looking not just at the lots, but also for the on-street spots that may be open.
5. Pay parking has been noted as a means of creating turnover and that is true, it will enhance turnover. The concern of course, is whether that turnover comes at a cost where visitors leave sooner than they would otherwise or does it cause them to not come at all. We must consider various factors here, such as:
 - a. Adjacent cities have abundant free parking - and we absolutely compete against those cities. Our landlords compete against Bellevue and Redmond for retail tenancies and then the tenants compete against Bellevue and Redmond for customers. True enough that there is no such thing as free parking, those other locations are incorporating the "free parking" into the rent but it is the public that is the ultimate consumer - and will they pay for parking in Kirkland in the expanded hours that are suggested here? Perhaps in this improved economy they will but are we willing to grapple with the perceived (and in many cases, real) loss of business it will create? This needs much more direct discussion with merchants who are in the core. This is not downtown Seattle or downtown Portland; Kirkland must seriously evaluate the suburban context when there are Bellevue Square, Lincoln Square, Old Main and Redmond Town Center nearby.
 - b. Even more important, in my opinion – Parkplace (Talon) is proposing that their retail parking will be free. Yes, free. Assuming that is the case, having free parking a few blocks away from the downtown core for that retail experience (Parkplace) and then having pay parking downtown, causes us to compete with ourselves! That is nonproductive and a losing proposition for downtown.

- c. Pay parking, even to the extent that we have it now, would be better perceived if there was a parking validation program downtown for shoppers and diners. Have we ever seriously pursued this?
6. The creation of a surface lot to the South of City Hall – as a resident and managing agent of one of the condominium properties directly across the street, I'd suggest that if the City moves forward with this, we should all collaborate – City, Brezza, Marina Heights, Point Overlook, the Livengood firm and Waterview – so that we can work together to discuss and mitigate impacts of noise, lighting (lot lighting and headlights) and security so that this can be done successfully from the get-go. The price tag is steep so this is an option that the City may not even move forward with but if it does, it's a process that the entire adjacent community should work on together. Not sure if the price estimate also included undergrounding the utilities but that would be a positive item to consider as well.

Thank you for your consideration of these comments! Please feel free to call or e-mail your thoughts or questions.

Respectfully submitted,

Bea Nahon
129 Third Ave
Kirkland WA

(425) 828-4747
(425) 696-0032 my direct fax



Please consider the environment before printing this e-mail or attachments.

Philly Hoshko

From: Paul Berton Birkeland <birk129@hotmail.com>
Sent: Friday, January 02, 2015 7:08 PM
To: City Council; Gisela Manning
Subject: Response to Kirkland Views

As we don't do Facebook, Twitter or Linked in perhaps you could forward this.

Parkplace and indeed downtown Kirkland are suffering as a result of Kemper Freeman, and nothing else. His leases at Bellevue Square call for no new outlets for ANY of his tenants within X number of miles of Bellevue Square, and that radius includes downtown Kirkland AND Totem Lake - thus both retail centers lack anchor tenants, other than grocery stores. Sur le Table seems to be the only major anchor in downtown Kirkland, and that is a result of its Bellevue store being in The Bravern and not Bellevue Square. Kemper is expanding his retail rather dramatically to the south and southeast of Bellevue Square and will probably gobble up some of the high quality remaining big box stores such as Saks, Bloomies and Neiman Marcus will probably move to his new buildings too! Kirkland sinks further into the retail background, sadly.

It is imperative for Kirkland major property owners and civic leaders to find suitable anchors and try to coax them to come to Kirkland. Otherwise, Kirkland will continue to fester with one small business after another going out of business. Target would be a good start. And find out how Factoria Mall manages to have tenants which are also at Bellevue Square - Nordstrom being a prime example!

And for Totem Lake an outlet mall would probably work well. As to restaurants, Bellevue Collection has tons of them and at night, the area is cooking. Downtown Kirkland at 10 pm ANY NIGHT is dead except for a few biker bars! That needs to change.

And parking - Bellevue Collection has tons of it; Kirkland is deficient, and with new removal of parking along Park Lane, it is about to have even less! If I drive to Kirkland from our new Bellevue address, it is certain I won't dine on Park Lane with no parking there!

Perhaps civic and political leaders should drive through downtown Bellevue and downtown Kirkland at 10 pm any night and ask themselves which city is busy, active, and a hub of activity?

As we are about to move to Bellevue, we ask ourselves, what reason will we have to go to Kirkland? Other than to visit friends, and Lynn's Bistro and 4th of July parade - none!

Date: Fri, 2 Jan 2015 17:56:18 +0000
 Subject: Local News - Hundreds attend the Kirkland Polar Bear Plunge [photos]
 From: noreply+feedproxy@google.com
 To: birk129@hotmail.com

Local News - Hundreds attend the Kirkland Polar Bear Plunge
 [photos]

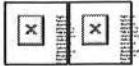


Hundreds attend the Kirkland Polar Bear Plunge [photos]

Posted: 01 Jan 2015 02:25 PM PST

Under sunny skies and 40 degree F temperatures, hundreds ascended upon Kirkland's Marina Park to partake in the 13th Annual Unofficial Polar Bear Plunge. The shoreline was filled with laughter and...

Please visit KirklandViews.com for the rest of this story and more... We welcome your comments. You are invited to join in the conversation.



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Philly Hoshko

From: Joyce Hardy <jhardy@windermere.com>
Sent: Wednesday, March 04, 2015 2:36 PM
To: Philly Hoshko
Subject: Parking on Market and Waverly

This email is to advise you we are not in favor of additional parking restrictions on Waverly. We are at the corner house 100 Waverly Way and do not want increased traffic on our street by thinking of additional west side parking. Clearly, employees of several businesses park in the park all day. Even in the rain with no one in the park, the parking stalls are half full. Why not put a time limit on the park parking and leave the street parking as is. There should only be parking on the east side of Waverly Way. Market Street parking is like a park and ride. The same cars park every weekday and ride the bus and take up all the merchant parking and customer parking for the entire day. If you want to do something about that just put time limits on it. Joyce Hardy and Bob Miller.

Philly Hoshko

From: Luay Joudeh <luayj@me.com>
Sent: Sunday, January 04, 2015 8:24 PM
To: City Council
Subject: Parking_Lake Ave West

Madame Mayor,
Ladies and Gentlemen of the Council,

Offering public parking on Lake Ave West by the City is not a well thought out proposal for many reasons:

1. Lack of pedestrian safe walk facilities (trails, lighting, sidewalks, etc..) is one reason to keep vehicular traffic volumes to a minimum.
2. The traffic movement in and out of houses on the west side, cars pulling out of garages, could be greatly impeded by cars trying to locate a parking space on the east side.
3. The shoulder condition (gravel, undefined edge) is not suitable for heavy parking volumes.
4. Access to and from Lake Ave West is located at an awkward intersection. Increasing the volumes of traffic will only mean an increase to the probability of accidents at that intersection. It would behoove the City to limit traffic to and from the Ave to the residents of that area. In other words, the Average Daily Trips generated by the residents should not be increased by inviting others to travel through that intersection.
5. Most homes on that street lack the necessary driveway depth to allow for guest parking.
6. The Ave is a dead end street with inadequate turnaround near the park. Most cars will most likely use driveways to turn around which, in addition to being illegal, is a safety issue for the residents trying to use their driveways.
7. The Ave is home to a bald eagle nest. Inviting traffic by opening that street for public parking will increase noise.
8. Finally, and yes selfishly, residents on that street pay more than fair share of property taxes, and it is only fair to be able to find guest parking next to their houses. If we lose that parking area, then it is us or our guests that will be driving around block after block, and street after street to find parking.

Respectfully Yours,

Luay and Laila Joudeh
201 Lake Ave West

Philly Hoshko

From: Glenn Peterson <glenn.peterson@comcast.net>
Sent: Monday, January 05, 2015 12:37 PM
To: City Council
Cc: Kurt Triplett; David Godfrey; Kathy Brown
Subject: Downtown Parking Study - moving forward

Mayor Walen, Deputy Mayor Sweet and Councilmembers-

The new draft Downtown Parking Study contains a lot of productive and useful information. We can use it as a starting point to develop some new policies and strategies for the city.

Without getting into every detail at this stage, here are some of my thoughts on the report and accompanying staff memo.

More fringe parking locations - There are more options for the use of other lots and areas around downtown, both city streets and private lots. For example, Lake Street South and Kirkland Avenue beyond the downtown time limited zones could be reserved for employee parking. Those streets would be convenient for people who worked in the adjoining parts of downtown. Indeed, many of them are used by employees already

Employee parking problems will not be solved by these suggestions. I don't believe that employees will pay for parking, especially on Waverly Way or the City Hall block. Even with the library garage with adequate free stalls, many have steadfastly refused to register as employees. Were most of the business owners and managers proactive in preventing their employees from violating ParkSmart rules, this problem could be reduced.

City Hall lots - A parking lot on the south side of City Hall is too inconvenient to be useful unless a number of other changes are made so that the numerous alternatives are all less desirable. I suggest getting some idea of potential usage by first heavily promoting the City Hall and Annex lots as free evening and weekend parking. Although they are a little bit further from downtown, they are proposed as public parking anyway, so they would provide useful data.

Meters - I feel that Single Space Meters are far preferable to multispace pay stations, and it appears that their purchase price would be even cheaper on a per space basis. SSM's can be used to selectively put a few meters in one block, or even just a single meter. I have previously advocated for "One Metered Space Per Block" as a way to introduce a small amount of pay parking spread evenly through the downtown. I can provide details on that concept if there is interest.

Specific Target Capacity - Adding a predetermined number of spaces would be arbitrary. Adding capacity is great, but that is only one possibility, and could be quite expensive. It has to be considered within the context of other changes.

Parking Advisory Board poll data and reports - The Parking Advisory Board did a lot of useful work from 2004 when it was formed until 2012 when it was disbanded. There An easy way to get more useful data is to go back and look at back and look at the extensive polling done by the city for the Parking Advisory Board in 2007 and 2011. I doubt that the public sentiment has changed markedly since then, but in any case, these are reference points. There are also reports with recommendations that the PAB made that could be helpful.

Stakeholders - In the public process, I would urge the addition of several more groups for feedback. The Kirkland Downtown Association, the neighborhood associations of Moss Bay, Market and Norkirk, the Transportation Commission, the Planning Commission, and the former members of the Parking Advisory Board would be useful. I particularly suggest the last group for their extensive experience with this subject. However, the most useful person stakeholder that has not been mentioned is the *typical person parking here* - mostly people driving downtown to do business, shop, or just visit. I would also include employees, perhaps viewing their input in a separate way.

If an ad hoc committee or working group is formed from among stakeholders, et al, I would gladly serve on such a task force.

I welcome further discussion with any City Councilmember or staff member.

Respectfully,

Philly Hoshko

From: ROBBROWN1@aol.com
Sent: Tuesday, January 06, 2015 10:03 PM
To: City Council
Cc: Kurt Triplett; Kathy Brown
Subject: Comment concerning the new Parking Study

To: Kirkland City Council
 Kirkland City Manager
 Kirkland Public Works Director

Following are the comments that I intended to share during this evening's Council meeting but was unable to due to the limit on public comment. .

=====

As you saw, I emailed all of you yesterday regarding two aspects of parking in the downtown area, the dramatic increase in spillover parking into the surrounding neighborhoods and the Parking Study that you are going to discuss tonight.

I am not going to repeat my comments, but I would like to ask that after you have digested the comments in the parking study that you set high expectations for community input. We have had a history of lots and lots of input regarding parking with very little change to show for it.

We have gone from the extreme of internal comments that we don't really have a problem, to this study that says we are probably 150 spaces under where we should be. The missing ingredient in recent years has been input from the very businesses that rely on their customers having access to them.

Many of these same business people participated in the Downtown Parking Advisory Committee until it was abruptly disbanded a few years back. It is interesting that the fact that this study was commissioned has bubbled up rather quietly through neighborhood communication. I spoke to one of the most active downtown business people today who is very active in the Chamber of Commerce.....he had no idea this study had even been done!

We need an outreach program specifically to understand the retailers and restaurants as well as the property owners along our downtown streets. We need to listen to them, really hear what they have to say. Similar to my comments about the Antique Mall parking lot, this retailer thought that more signage had been promised to lead people to the lot.

So, bottom line, we need more inclusion.....we need to show full respect for those that are the drawing cards to our downtown. As I have stated before, Kirkland needs to be "customer-centric", that is the key to success in most relationships. Not only are the citizens your customers, the downtown businesses are your customers. It is time to again have a Parking Committee, but one with some teeth. You have a lot of very valuable experience three blocks south of you; you should draw on their knowledge.

Providing parking is not simply an expense which is how it has been treated. It is an investment with a payback in increased sales tax receipts! We need to make some investments to keep attracting sales dollars to our downtown! (side note - it was interesting

to hear that the Totem Lake "investment" is intended to be offset by added revenues as a return on that investment - same thing I am asking here!)

thanks,

Rob Brown
206-226-5078

Philly Hoshko

From: David Godfrey
Sent: Wednesday, January 21, 2015 8:15 AM
To: 'Nigel Narsing'
Cc: Philly Hoshko
Subject: RE: Parking downtown

Hi Nigel:

You can check out the video of the meeting [here](#). Scroll down to the parking item, 11A.

Basically the next step is talking to people about what their thoughts are and then come back to Council in March-April with what we found and some recommendations.

The plan for outreach is being developed now. Hope that helps, let me know if you have more questions.

From: Nigel Narsing [mailto:nigel.narsing@gmail.com]
Sent: Friday, January 16, 2015 12:48 PM
To: David Godfrey
Subject: Re: Parking downtown

David,

Any update from the City council meeting held on the 6th?

We appreciate the effort and interest shown in trying to improve the parking conditions in the area.

Regards,
Nigel Narsing
206-251-7998

-On Mon, Dec 15, 2014 at 10:56 AM, David Godfrey <DDGodfrey@kirklandwa.gov> wrote:-

Hi Nigel:

Thanks for coming in and talking with me the other day and your follow up phone call. I spoke to others here and we are not in position to remove pay parking in the Lakeshore Plaza at this time.

On January 6, the City Council is going to be looking at possible options from a Parking Study of downtown Kirkland. After that meeting we'll likely know more about what the Council is thinking about how to move

forward. We're also asking Council about what kind of public outreach they'd like to have around any parking changes. That's why it's premature to take any of the actions you suggested.

Ellen Miller-Wolf, the City's Economic Development Manager is going to contact the Vista Lago folks and learn more about their concerns and see what she might be able to do to help.

David Godfrey, P.E.

Transportation Engineering Manager

City of Kirkland Public Works Department

(425) 587-3865

Cell (425) 531-8877

Caring for your infrastructure to keep Kirkland healthy, safe and vibrant.

Philly Hoshko

From: Karen Story <karen@nwnative.us>
Sent: Wednesday, February 04, 2015 1:33 PM
To: City Council
Cc: Kurt Triplett
Subject: Right Size Parking: Copy of KAN public comment

Dear Council,

Here is an electronic copy of the remarks I made at the meeting last night regarding Right Size Parking. Thank you for the opportunity to speak!

Karen

I'm the chair of the Highlands neighborhood and the Secretary of the Kirkland Alliance of Neighborhoods (KAN). I'm here today representing KAN on the subject of Right Size Parking, or RSP.

RSP is a proposal that will affect all parts of Kirkland, and KAN is hearing concern about the proposal from all corners of the city. The overwhelming majority of citizens who have commented do not support this proposal. KAN is concerned that this input has not been given the weight it deserves. Citizens need to feel their input matters or they will become discouraged and apathetic and stop participating in the public process. This is just one of the many reasons that KAN has asked the City Council to not support this proposal.

We understand and appreciate that a lot of effort has gone into the proposal thus far. But we feel that parking is such an enormous and important issue for Kirkland that it deserves additional scrutiny, and it would be premature to adopt RSP at this point.

Parking is the hinge upon which the doors of land use and transportation swing, and it's critical to ensuring that both of these pieces work together smoothly. KAN asks that the city step back, take a broader look at parking, and involve additional stakeholders, such as the transportation commission, condo and apartment owners, local businesses, and KAN.

KAN would welcome the opportunity to participate in a study session with council. We believe we can offer important input from a citizen and neighborhood perspective.

KAN is not opposed to density. We do want livable density. We do not feel that the current RSP proposal is the way to achieve this.

Thank you.

Karen Story
9017 Slater Ave NE
Kirkland 98033
no postal reply needed

From: Margaret Bull [<mailto:wisteriouswoman@gmail.com>]
Sent: Sunday, February 08, 2015 8:44 AM
To: City Council
Subject: parking garage lighting

February 8, 2014

Dear City Council members,

I am very unhappy with the direction that the City is going in regards to its energy saving policy. It seems wrong to me that the City is focusing on energy saving measures rather than making citizen safety a top priority. Recently, on a rainy day, I visited the Kirkland City parking garage under the library. It was dark and creepy and felt unsafe to me. There are supposedly cameras in the garage but I wonder how effective they will be in stopping crime when the light level is so low. In a garage a citizen needs to see well in order to find keys and fit them into a lock, look for people that might be lurking with the intent to commit a crime against person or property, and be aware of pedestrians, especially children, that may be walking through the garage. A driver needs to have good visibility in order to enter and exit a parking stall safely and accurately. Please visit the garage on a dark rainy day to review this situation. Take into consideration that many citizens that park in the garage are over 50 years old. They need brighter lighting than younger people do. The City of Kirkland should provide adequate lighting in and around public buildings and walkways to assure the safety of all of your citizens. There are lighting plans available to improve garage lighting and still reduce energy use. Metro is one government agency that has been pursuing this goal. I hope the City of Kirkland will come up with a plan to do this also.

Margaret Bull

This information is available on the Lighthouse site:

Less light reaches the retina in an aging eye than it does in a younger eye. First, pupil size reduces with age so less light enters the eye. Second, the lens, which is normally clear in a young person, yellows and thickens with age, also impeding the transmission of light. The result is that a 60-year-old receives only about 40% of the same amount of available light as a 20-year-old. An older person, therefore, may see poorly under dim conditions, and lose both acuity and contrast sensitivity.

It is also difficult for an aging visual system to adapt quickly to dramatic changes in brightness. Even within a single space, it may be hard to see darker areas if other surfaces are much brighter. A general, or "ambient," light should therefore assure that there are no dark areas in a space. The space should also be bright enough to allow for good visibility so people can move around.

Philly Hoshko

From: David Godfrey
Sent: Thursday, February 12, 2015 10:32 AM
To: Philly Hoshko
Subject: FW: Thoughts on 11a Downtown Parking Preliminary Options

Also another idea to follow up on is employers with spaces that they don't use for employees. Heathman is example 1.

From: Toby Nixon
Sent: Thursday, January 01, 2015 3:17 AM
To: Kurt Triplett; David Godfrey; Kathy Brown
Subject: Thoughts on 11a Downtown Parking Preliminary Options

Here are some thoughts I have on reviewing the Downtown Parking Preliminary Options section of the council packet for Tuesday's meeting. I will likely ask these questions at the meeting.

-- Toby

SUPPLY:

Why aren't on-street spaces on 1st St, 2nd St, 3rd Ave, Central Way, Park Lane, Main St, Kirkland Avenue, Lake St S, 1st Ave S, 2nd Ave S, and State St included in the inventory? There are a LOT more on-street spaces than currently counted in the study. At least their exclusion should be explained.

Why didn't the study include parking at existing the city hall lot on evenings and weekends?

Would other nearby churches, such as Kirkland Congregational or Northshore Unitarian, allow parking off-hours when not needed for church activities?

Have we talked to Microsoft about possible public use of their lot after hours and on weekends?

OPERATIONS:

Technological alternatives: Have we explored the opportunity for video-based sensing of occupied/unoccupied spaces instead of in-pavement loops? I really don't like the construction or maintenance impacts of in-pavement loops. This would be similar to what we now do at intersections. If this technology doesn't exist, can we invent it, working with Google, Microsoft, Nytec, ITS vendors, etc.? This is an opportunity for Kirkland to be a leader and pilot something that could help cities around the world. (Linkage of sensing to directed enforcement is already noted in the report. The system could also serve to help with security.)

With ubiquitous WiFi downtown, we should look into both cameras and signs being wireless to save money from data wiring installation, which would enable a lot of flexibility in adding sensors and signs. Power would still be needed, but power is already mostly everywhere while data is not.

We definitely should have mobile apps to allow people to view available spaces on mobile devices once sensors are deployed, and make it easy to find them. We shouldn't dismiss this as "too hard" now. (I must also point out that although the draft report incorrectly asserts that mobile apps originated with the iPhone -- the fact is that mobile apps were deployed by Microsoft (Windows Mobile) years before Apple and Android existed. Also, a lot of people in this area use Windows Phones, so we can't neglect that platform.)

Have we considered how to make the city hall south lot, if it is built, more easily accessible to downtown, such as by adding a covered escalator on the 2nd Street hill north of Central Way? Both the 1st St and 2nd St hills are tough to climb for many people, and having an escalator (at least an up escalator) that activates only when someone steps onto it would help address that problem and encourage use of the lot.

We need an easy way for stores to "validate" parking for paying customers. People would be more willing to pay for parking if they knew the cost would be covered by merchants. Maybe the customer could pay in advance, but then get credited back by the merchant somehow.

We need to work on decreasing the time it takes to pay. Maybe monthly passes? Prepaid tickets? Tap-to-pay (NFC or Bluetooth LE (e.g., ApplePay))? It currently takes too long, and it's inconvenient to walk from your car to the meter, pay, and go back to your car before heading where you're going, especially when it's raining.

Have we looked into the potential for a downtown parking shuttle, so people would be willing to park farther away? Especially employees of downtown businesses? I'm surprised the feasibility and cost of this isn't addressed in the report, or even an explanation of why it wasn't considered.

STAKEHOLDERS:

We must include EMPLOYEES and CUSTOMERS of downtown businesses, and USERS of parks, as stakeholders -- the USERS of downtown parking? We need some sort of outreach to them -- cards on the counters of businesses? Social media? Newspaper? Notices printed on parking receipts? Flyers placed on windshields at peak times? SOMETHING to include their input and feedback on proposals. We'll repeat the failures of the PAB if the whole thing is driven by just business owners and the city again.

Do we continue to have an issue with Transit Center users parking downtown? or is that resolved?

I agree with the concerns raised by the Market Neighborhood Association regarding proposed reductions in multifamily parking requirements. The study should analyze the impacts on parking for business employees and customers if spaces are going to be taken up by residents and their guests.

Toby Nixon | Council Member | City of Kirkland, Washington

tnixon@kirklandwa.gov | www.kirklandwa.gov | V: +1 425 587 3536 | M: +1 206 790 6377 | F: +1 425 650 7999

Emails to and from city council members are subject to disclosure under the Public Records Act, RCW 42.56

Philly Hoshko

From: Dermavita Medispa <dermavita@hotmail.com>
Sent: Monday, February 23, 2015 3:33 PM
To: Philly Hoshko
Subject: For meeting presentation RE: Downtown Parking Study Public Outreach

Hello Philly,

Thank you for stopping by our store regarding the downtown Kirkland parking and letting us know about the meeting. We won't be able to participate in the meeting, but we are happy to be a part of this project by presenting our thoughts.

1. It is absolutely obvious that Kirkland merchants and restaurants need clients and the clients need a place to park. We all know that the Kirkland parking situation at the present time is very inconvenient and needs to be solved appropriately.
2. A few street parking spots won't solve the problem, so Park Lane should be closed to traffic. People should be able to enjoy what Kirkland has to offer: shopping, walking, resting with ice cream, having a coffee outside, and more. Currently there is no such place and leaving the street open will definitely take away the Kirkland charm.
3. Kirkland needs a large parking garage that could be located where the big antique store used to be or by the Heritage Hall - that may take a small part of the park but for a good reason. Yes, it is going to be expensive! We will have to find the funds for it through taxes, donations, loans, or future pay for parking. Be creative!

Finally the conclusion mission statement is:

Think about the future of the growing city of Kirkland. Be creative with finding a way to build a parking garage. Close Park Lane for people to enjoy.

Warmest regards

Magdalena Witt

Dermavita Skin Care Clinic 425-739-0808 www.dermavita.com

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Philly Hoshko

From: Roger and Joyce Kirk <waverly-way@msn.com>
Sent: Tuesday, February 24, 2015 10:24 AM
To: Philly Hoshko
Subject: no west side of waverly way parking

Hi, Philly, I am opposed to west side of Waverly Way on street parking for the following reasons:

A steep hill on the 100 block of Waverly Way will make vehicle disembarkation dangerous, especially for the disabled and families with strollers.

Two sided parking would negatively impact bicycle traffic, and quality of life for residents and visitors.

Two sided parking would increase traffic and traffic jams and make commuting from homes more difficult.

Please do not approve parking on the west side of Waverly Way. Thank you, Joyce Kirk, 216 Waverly Way

Philly Hoshko

From: Gary West <gwestport@yahoo.com>
Sent: Wednesday, February 25, 2015 7:27 PM
To: Philly Hoshko; Kathy Brown; David Godfrey; Kurt Triplett
Subject: Waverly Parking

Dear Members of Kirkland City Operations,

I am out of town and unable to attend the scheduled meetings concerning additional parking on Waverly Way. As a resident who will be greatly affected by any additional parking on Waverly Way I would like to share a few of my thoughts on this matter.

Based on my thoughts below I sincerely hope that you will not approve any additional parking spots on Waverly Way.

Thank you for your time,

Gary West
126 Waverly Way

Thoughts & Concerns About Additional Parking on Waverly Way

My wife and I feel this is a very bad idea and will only add to more traffic congestion, accidents, bodily injury and perhaps even death on Waverly Way.

Accident Waiting to Happen

Many drivers of cars and motorcycles come off Market Street onto Waverly Way at a high rate of speed. Many of these drivers are trying to avoid the traffic backups on Market Street.

Adding more parking on the lake side of Waverly Way will greatly increase the danger of someone getting out of their car and being hit by one of these fast and reckless drivers.

The chances of an accident or death will be greatly increased after dark, especially during the summer, when many people, having had too many drinks downtown, are somewhat incapacitated as they stagger down Waverly Way trying to find their car.

"Festival City"

We have always felt that Kirkland was a special place to raise a family and to be able to enjoy a certain quality of life with family and friends with Kirkland's small town appeal.

We are now feeling that certain people are trying to turn Kirkland into "Festival City" with an event every weekend thus destroying the local homeowners sense of community.

Why do we need more parking on Waverly Way contributing to the "Festival City" mess?

Over the past several years, we the Waverly Way property owners, have seen an increase in the number of people parking in front of our homes, throwing their trash in our yards and allowing their dogs to pee all over our property. Several times we have even had people walk up on our deck and sit in our chairs, and when we ask them why they are there they often reply "Oh we didn't think you would mind". As Waverly Way home owners, we do mind our personal property invasions.

If the Kirkland promoters really want to create "Festival City" then why not develop the Totem Lake mall area to create their "Festival City" and use their parking spaces?

Property Values

To my knowledge many of the Waverly Way property owners pay rather high taxes due to their "water views".

If the Waverly Way property owners continue to have their "water views" blocked by additional cars then they should pay lower property taxes.

The city's lack of attention to trimming trees on the waterside of the park is already decreasing the property values on Waverly Way as a neighbor recently discovered during an appraisal.

From: Kevin Harrang [<mailto:kharrang@hotmail.com>]

Sent: Thursday, February 26, 2015 10:44 AM

To: PublicWorks

Subject: Suggestion/ Paybyphone for Parking

Quick suggestion: I was parking at Marina Park the other evening, and found myself standing behind an older gentleman who was trying to get the parking purchase machine to work (the instructions about which way the magnetic strip is supposed to face are incorrect, incidentally). It was raining, and we all were getting wet while I helped him.

Seattle uses www.paybyphone.com for its parking, which is much more convenient than waiting in line in the rain for the machine. They charge an extra 35 cents or whatever, which is well worth it.

It would be great if Kirkland could do the same thing. Thanks for reading this.

Kevin Harrang
Kirkland resident

Philly Hoshko

From: Mark Plesko <markples@microsoft.com>
Sent: Thursday, February 26, 2015 1:52 PM
To: Philly Hoshko
Subject: downtown Kirkland parking

Hi,

I read through the parking study, looked at the survey, and thought that direct email would work better for feedback.

I don't agree with the basic premise of the study that the amount of parking is a problem that needs to be solved. City council has repeatedly talked about improving non-car-based methods of transportation in the city, and the downtown density of services is the obvious place to start. It is not particularly pleasant to walk downtown until one is within a site such as Marina Park or Peter Kirk Park. The obstacle to parking at the library and walking to somewhere like Sur La Table is not the distance (for many people) but that the walk is kind of miserable. Biking is far worse. This is a direct result of encouraging all of the car traffic downtown. Part of this is the abundance of parking, and part is the heavy usage of downtown as a pass-through to go somewhere else (beyond the scope of this study, but it contributes to the unpleasantness of downtown which leads to more driving there and the need for more parking).

I'm also a bit surprised by the lack of coverage of other on-street parking facilities. Anecdotally, in the past when I've driven to Sur La Table, I just drive up 1st until I find a spot. It might not be in the first block, but it's simple, it works, and I don't have to cross Central. I assume most of the streets headed north and south from downtown are full of available parking. These days I walk or bike across downtown unless I can just avoid the trip.

I agree that a lot of frustration with parking is from the experience of driving to a particular spot and then discovering it is full. This circling around also contributes to the traffic unpleasantness in downtown. So better communication about available spots (or even better the current price of spots) would almost entirely be a good thing. (There's still the negative that anything done to make parking easier will encourage more of it, counter to walkability goals, but I would concede that this kind of efficiency is far better than doing things like increasing capacity in every corner of downtown. As such, it's kind of misleading to talk about these improvements leading to a "greener city" when it's far less sustainable than not driving and parking.)

It's a shame that some of the best land in downtown is used for cars rather than for the people who are actually there – the Lakefront Lot and Lake Shore Plaza itself – the area is so much nicer when it is full of vendors for running races or festivals! Park Lane is another spot like this – the redesign is good in that it will be a people-first area (e.g., not confined to sidewalks), though it could be so much better if it were solely for people (especially the western half).

Getting to some specific points in the survey:

It's sad that the city owns valuable property by city hall and is considering just storing cars there. What is the opportunity cost of that versus adding something to downtown?

Residents do not own the street in front of their homes, so yes I believe this space should be used if it exists.

I'm strongly in favor of using pay parking.

I have no expertise in marketing vs signage vs whatever else, but I agree with improvements in communication in general.

Thank you,
Mark Plesko (resident, South Rose Hill)

Philly Hoshko

From: Jeanne Large <jeannemlarge2010@hotmail.com>
Sent: Thursday, February 26, 2015 10:35 PM
To: Philly Hoshko
Subject: RE: Parking Study Facilitated Discussion

Philly,

Thank you for facilitating the very good discussion of the draft parking study.

I came by City Hall today and left you a note attached to a copy of today's Seattle Times article about the way people travel to work in Seattle....and how the outlying cities are still highly dependent on single vehicle travel.

A woman at the parking meeting suggested that we needed data to determine who was parking in Kirkland.....employees, residents, shoppers, visitors, etc. I think data on how people who work and shop in Kirkland are getting around would also be useful to track and to improve. One of the big takeaways for me from the meeting was how important transportation is to maintaining Kirkland and how we need to put more energy and time into alternatives to how people travel to, from and around in Kirkland.

More parking would be nice, but fewer cars and more buses, bicycles and pedestrians will be better and less expensive.

Jeanne Large
225 4th Ave A-203
Kirkland, WA 98033
425-827-6730

From: PHoshko@kirklandwa.gov
To: jeannemlarge2010@hotmail.com
Subject: Parking Study Facilitated Discussion
Date: Tue, 24 Feb 2015 17:11:40 +0000

Hello,

Thank you for your interest in participating in a facilitated discussion regarding the recent draft parking study that was conducted by the City of Kirkland.

I have you confirmed for the session on Wednesday, February 25th from 7:30am-9:00am. The meeting will take place in the Peter Kirk Room of City Hall located at 123 5th Ave Kirkland, WA 98033. Please use the entrance on the south side of the building (lower level). Coffee and snacks will be available.

Before the session, please review the attached document. The document summarizes each option from the study and lists a summary of collective comments related to each option that we have received through the survey, stakeholder interviews and meetings, letters to City Council and comments on local news postings.

In the meeting we will briefly review the options and comments already received then seek additional comments and discussions.

Here is the complete draft study for your reference.

Please let me know if you have any questions or concerns and I look forward to discussing downtown parking with you!

Best,

Philly Hoshko
Special Projects Coordinator
City of Kirkland - City Manager's Office
(425) 587-3013 - phoshko@kirklandwa.gov

Philly Hoshko

From: Joyce Hardy <jhardy@windermere.com>
Sent: Wednesday, March 04, 2015 2:36 PM
To: Philly Hoshko
Subject: Parking on Market and Waverly

This email is to advise you we are not in favor of additional parking restrictions on Waverly. We are at the corner house 100 Waverly Way and do not want increased traffic on our street by thinking of additional west side parking. Clearly, employees of several businesses park in the park all day. Even in the rain with no one in the park, the parking stalls are half full. Why not put a time limit on the park parking and leave the street parking as is. There should only be parking on the east side of Waverly Way. Market Street parking is like a park and ride. The same cars park every weekday and ride the bus and take up all the merchant parking and customer parking for the entire day. If you want to do something about that just put time limits on it. Joyce Hardy and Bob Miller.

From: Kellie Jordan [mailto:kajordan@isomedia.com]

Sent: Friday, March 06, 2015 3:05 PM

To: City Council

Subject: Permit parking on Lake Avenue West

Kirkland City Council Members; I would like to know the public policy criteria that established the private use of a public right of way for "Permit Parking Only" for the exclusive use of the residents of Lake Ave West. Is there anywhere else in Kirkland that is "Permit Parking Only" for resident parking on a public street? This should be public parking for all Kirkland residents and visitors not the use of public resources for the private benefit of a few. Simply removing the signs would be low cost and provide much needed additional parking close to downtown. This street is on my walk route, I rarely see anyone parked there. The street that is signed to allow only residents to park there is extremely wide and has parking on both sides with ample room for cars to pass. In addition, over 90% of the single family residences located on the west side of the street have 3 car garages with parking in front of the garages, for a total of 6 parking places per house with additional ample on street parking.

It appears that there are well in excess of 60 possible public parking places available on both sides of Lake Ave West that currently benefit only the 19 single family residences that are adjacent to this quarter mile plus the stretch of public right of way.

Attachment pictures: There is a vehicle parked in the public right of way under a car cover that has not been moved in months. I have also attached a picture of the road where 2 trucks are double parked with a car parked across the street demonstrating the wideness of the street which would allow for public parking on both sides of the street less than a block from Marina Park.

Thank you for your time, consideration and service.

Sincerely,

Kellie Jordan

201 2nd Street S. #401

Kirkland, WA 98033

425.466.4364



To: Kirkland City Council
Kirkland City Manager
Kirkland Public Works Director

I would like to share some thoughts regarding the contracted parking study that you will be considering.

First off, I am very pleased that an outside firm was brought in to look at the situation and provide some unbiased input. By unbiased I simply mean that they used a fresh set of eyes to look at the entire downtown neighborhood, not just re-visiting what many of us tried to push forward when the Parking Advisory Committee still existed.

I would like you to take away two thoughts from my comments, #1 concerning spillover parking, and #2 concerning truly taking action regarding helping drivers find parking!

=====

Spillover is becoming more and more of an issue. Having lived at Portsmouth for 17 years, I can vouch for the ever-increasing spillover throughout this southern boundary of downtown.

Not only are we getting significant spillover from the traditional multi-level, multi-family housing every time more is built, we are also getting spillover from the new single family housing being built on newly approved smaller lot sizes (free-standing "townhomes" with small common-area lots along State Street). Take a look any night at State Street between 2nd Ave S and 4th Ave S as well as East on 2nd Ave S from State S and you will see fully parked streets that barely had two or three cars before the new housing was built there.

In November I shared with you the facts about spillover parking in the blocks surrounding the new developments at the Chevron Car Wash site and at the Crab Cracker site. This will only accelerate if keen attention AND ACTION are not applied to accepting much of what is recommended in this parking study and also turning away the proposed reduction in parking for multi-family parking.

=====

Regarding "finding parking", my request is that after absorbing the information in this study, that we actually take action. There appears not to be anyone watching the details of the current parking flow at the windshield level. The consultant uses the phrase "wayfinding". How does one find parking when behind the wheel?

We need more attention to detail. Take a look at two parking lots we already have, though the one at the Antique Mall we will eventually lose.

The approach to the Antique Mall lot is from one of four directions.....guess how many of those directions include a visible sign that says "Public Parking Available"?.....yes, you are right, the answer is zero.

No sign visible as you drive East up Park Lane from Lake St





.....no sign visible as you drive North from Kirkland Ave on Main St



.....no signs as you drive South on 3rd from Central through the transit center.....

and the sign that is slightly visible going South on Main St from Central is only readable if you were to stick your head out the window of your car as you arrive at that intersection.....



however that one sign is very visible from the opposite *sidewalk*!



Now lets go to the parking at Merrill Gardens.....what do you see once you turn South into the Main St cul de sac?



.....you vaguely see a "P" in a circle on the concrete above the garage entry and you clearly see a sign that says PAID PARKING.



Guess what is directly behind the PAID PARKING sign.....it is a public parking sign totally invisible from a car!



All of these situations have remained exactly this way for over a year!

We need a committed effort to truly care about the traffic flow and parking in our downtown....this will lead to improved business at our retailers and restaurants.....that leads to more tax receipts!

Throughout December we had cars parking illegally on 2nd St S.....why would they take that chance? They could not find legal parking!

I would love for the residents at the South edge of Downtown to be considered as stakeholders in this conversation and welcome any opportunity to be part of finding the best solutions to add parking AND make better use of what we have!

thanks,

Rob Brown
108 2nd Ave S #105
206-226-5078

Philly Hoshko

From: Mark B. Nelson <nelson.markb@gmail.com>
Sent: Tuesday, March 10, 2015 8:17 PM
To: Philly Hoshko
Subject: Downtown Prking Technology
Attachments: MBN iPhone 20150310 008.JPG; MBN iPhone 20150310 009.JPG

Philly, I noticed that the parking lot on the north side of Kirkland Ave & West of Main Street is using technology for wireless phone payment which is provided by QuickPay. This would be a quick solution for the City to look at. I see on QP's web-site Salt Lake City is a customer, which is larger government parking manager than is Kirkland.

<https://qpme.com/>

Photos attached.



Philly Hoshko

From: Karen Story <karen@nwnative.us>
Sent: Thursday, March 12, 2015 7:08 PM
To: Philly Hoshko
Subject: parking ideas

Hi Philly,
Two parking ideas:

Could the red curb in front of the library (on Kirkland Way at 3rd St.) be used for parking? There are two or three potential spaces there, and I don't know why parking isn't allowed there.

The four spaces on the west side of Marina Park, above the boat ramp, say no parking Friday-Sunday & Holidays. Why? This space is not needed for boats. Those are prime spots that go unutilized three days a week.

Thanks!
Karen

Philly Hoshko

From: susan amorosi <sueamorosi@msn.com>
Sent: Saturday, March 14, 2015 4:51 PM
To: Philly Hoshko
Subject: Parking - Lakeshore Plaza small lot

Hello, I've have been a resident of Kirkland for over 25 years. Having enough parking in downtown Kirkland has always been a concern and for good reason. Kirkland is a popular place and there is not significant mass transit yet to bring people to Kirkland other than by car or foot or bike.

I am curious to know why the small Lakeshore Plaza lot on the southeast corner of Central and Market has not been further developed to increase parking spaces. It seems that it would be very easy to put a lid on that space so that the existing parking is maintained below, and additional parking provided at the level of Central. The parking on the lid could be access with a ramp from below or an entrance from Central. Ideally it would be 3 stories but this would be a more complicated solution.

What are the present barriers to adding a lid on this small lot? Just curious.

Thanks for your interest.

Sue Amorosi
547 11th Ave W
Kirkland, Wa 98033

Philly Hoshko

From: Mark B. Nelson <nelson.markb@gmail.com>
Sent: Monday, March 16, 2015 10:30 AM
To: Philly Hoshko
Cc: Bea Nahon; Henry Brown; Julie Taylor; Michelle Sailor; Patrick Wilburn
Subject: Downtown Parking Study - Waverly Slope Landslide

Philly, as follow-up to the information Julie Taylor provided you with concerning the stability of the Waverly Slope and the consideration for allowing parking along lake Avenue West, I want to inform you that this past weekend there was a slide between 509 and 511 5th Avenue West, which the attached photos depict.







Philly Hoshko

From: Karen Story <karen@nwnative.us>
Sent: Wednesday, March 18, 2015 4:12 PM
To: Philly Hoshko
Subject: Another parking idea

There are 7 stalls at the Peter Kirk Community Center that are 1 hour, and thus they usually sit empty. Could they be changed to two hour? If you take a class at the center you can't use these stalls, because the classes last an hour and you can't get in and out on time.

June Fletcher

From: Philly Hoshko
Sent: Thursday, March 26, 2015 8:46 AM
To: June Fletcher
Subject: FW: [imanec] FW: City looking for Downtown parking input [1 Attachment]

Follow Up Flag: Follow up
Flag Status: Flagged

Hi June,

Can you also add this email that I got last night to the packet? Do you think you might have the packet complete today?
 Thanks!

From: Mark B. Nelson [mailto:nelson.markb@gmail.com]
Sent: Wednesday, March 25, 2015 8:19 PM
To: Philly Hoshko
Subject: FW: [imanec] FW: City looking for Downtown parking input [1 Attachment]

Philly, more input for the Downtown Parking Study.

All the best.

From: Jawad Khaki [mailto:jawad_khaki@iman-wa.org]
Sent: Wednesday, March 25, 2015 6:28 PM
To: Kurt Triplett (ktriplett@kirklandwa.gov)
Cc: Mark B. Nelson (nelson.markb@gmail.com); Hamed Esfahani
Subject: FW: [imanec] FW: City looking for Downtown parking input [1 Attachment]

Kurt,

I am writing to you at the suggestion of Mark Nelson as a follow-up to the e-mail conversation appended below. Mr. Hamed Esfahani and I would like the opportunity to meet with you and other members of City of Kirkland staff to explore win/win opportunities in Kirkland for our residents, businesses and community organizations.

For your information:

- Since 2004 I have been part of the effort by <http://iman-wa.org> that resulted in us acquiring what was formerly the Lake Shore Clinic and then with the cooperation of the CoK remodeling facility as one of the places of worship in to serve the spiritual needs of people of Islamic faith.
- In 2013, one of my companies (21 Central LLC) acquired the commercial building situated on 15-21 Central Way and 52 Lake Shore Plaza.
- In October 2014, my wife and I acquired a residential property on Lake Ave W.

As you may infer from the above, we love Kirkland as a place to worship, do business and live! We would like to explore ways we can work with you and your staff to explore how we can contribute to improve the experience of all those who love Kirkland as we do.

Please let me know if you will be open to such a meeting where we could brainstorm and hopefully identify ideas that will be worth exploring.

Best regards,

-- Jawad

Jawad Khaki | IMAN | 515 State Street, Kirkland WA 98033, USA | <http://www.iman-wa.org> | jawad_khaki@iman-wa.org
IMAN is a religious non-profit (501(c)3) organization that relies on member support. Please consider becoming a member.
[Membership information](#) | [Bylaws](#) | [History](#)

From: Mark B. Nelson [<mailto:nelson.markb@gmail.com>]

Sent: Wednesday, March 25, 2015 5:46 PM

To: Jawad Khaki

Cc: Hamed Esfahani; 'Henry Brown'; 'Spike Anderson'; 'Kathy Feek'; 'Nancy Nelson'; 'Julie Taylor'; 'Jim Feek'; 'Jim Tosti'; pattytosti@gmail.com; 'Moe Krabbe'; 'Suzy Krabbe'; 'Carol Anderson'; 'Shahbano Agha'; mirzaagha@juno.com; Julie Taylor

Subject: RE: [Imanec] FW: City looking for Downtown parking input [1 Attachment]

Jawad, I would start with Kurt Triplett, the City Manager.

As a resident, business owner and leader of the faith-based community it would seem to me that Kurt would be very interested in talking with you about this and other issues.

I also believe that the IMAN can use this initiative as another example of the leadership role you and others are taking in the community and region.

Kurt's contact information is attached.



From: Jawad Khaki [mailto:jawad_khaki@iman-wa.org]

Sent: Wednesday, March 25, 2015 2:54 PM

To: Mark B. Nelson (nelson.markb@gmail.com); Henry Brown (henrybrown8884@gmail.com); Spike Anderson (spike@adww.com); 'Kathy Feek'; 'Nancy Nelson'; 'Julie Taylor'; 'Jim Feek'; 'Jim Tosti'; pattytosti@gmail.com; 'Moe Krabbe'; 'Suzy Krabbe'; 'Carol Anderson'; Shahbano Agha (banoagha@hotmail.com); mirzaagha@juno.com

Cc: Hamed Esfahani

Subject: FW: [Imanec] FW: City looking for Downtown parking input [1 Attachment]

Dear neighbors,

Please see enthusiastic response below from the President of the IMAN Center located on State Street. It confirms my thinking that this is a good win-win option. Does anyone know who is the right person at the City to have further discussion with on this topic?

Hamed, I will enquire and let you know who can help explore the viability here.

-- Jawad

Jawad Khaki | IMAN | 515 State Street, Kirkland WA 98033, USA | <http://www.iman-wa.org> | jawad_khaki@iman-wa.org

From: Hamed Esfahani
Sent: Wednesday, March 25, 2015 2:48 PM
To: imanec@yahoogroups.com; Jawad Khaki
Subject: Re: [imanec] FW: City looking for Downtown parking input [1 Attachment]

Salaam,

I agree, this can be a win-win situation for the city and IMAN.

Thanks for bringing this to our attention, Br. Jawad. Do you have any contacts in City of Kirkland to follow up about this?

If you can help gather some information from them about how this parking sharing idea would work it will be a great help.

Thanks,

Hamed Esfahani | IMAN | 515 State Street, Kirkland WA 98033, USA | <http://www.iman-wa.org> | hamede@iman-wa.org

From: imanec@yahoogroups.com <imanec@yahoogroups.com> on behalf of 'Jawad Khaki [IMAN]' jawad_khaki@iman-wa.org [imanec] <imanec@yahoogroups.com>
Sent: Wednesday, February 11, 2015 11:56 AM
To: imanec@yahoogroups.com
Subject: FW: [imanec] FW: City looking for Downtown parking input [1 Attachment]

Salaams

I think this is a good opportunity for IMAN to offer its unused parking lot for some financial consideration from the city.

We can discuss this more if you like.

-- Jawad

Jawad Khaki | IMAN | 515 State Street, Kirkland WA 98033, USA | <http://www.iman-wa.org> | jawad_khaki@iman-wa.org | +1 425 822 6190

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From: imanec@yahoogroups.com [<mailto:imanec@yahoogroups.com>]
Sent: Wednesday, February 11, 2015 10:16 AM

To: imanec@yahoogroups.com

Subject: [imanec] FW: City looking for Downtown parking input [1 Attachment]

FYI

Sameer Tejani | IMAN | 515 State Street, Kirkland WA 98033, USA | <http://www.iman-wa.org> | sameert@iman-wa.org | +1 (206) 202 4626

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From: Moss Bay Neighborhood [<mailto:donw@mossbay.org>]

Sent: Tuesday, February 10, 2015 7:37 AM

To: donw@mossbay.org

Subject: City looking for Downtown parking input

Moss Bay Neighbors -- The City of Kirkland is looking at options for managing downtown parking supply for customers, visitors, employees, residents, etc. There will be public meetings for people to come and give feedback on the draft study.

The City webpage on the subject is at www.kirklandwa.gov/parking and the draft study is at <http://www.kirklandwa.gov/Assets/Public+Works/Public+Works+PDFs/Transportation/Downtown+Parking+Final+Study+Report.pdf>

See information below and also the attached flyer.



The Kirkland City Council has asked staff to conduct public outreach regarding options to improve parking in Downtown Kirkland.

The City seeks input on a draft parking study that assesses the existing parking conditions in downtown Kirkland and examines potential strategies for improving access to parking, on-street and off-street.

The draft study can be found at www.kirklandwa.gov/parking.

You are invited to participate in a small group discussion to understand the approaches outlined in the draft study and provide feedback on the options.

Space in each discussion is limited so please RSVP your attendance to your preferred date by contacting Philly Hoshko at phoshko@kirklandwa.gov or (425) 587-3013.

Facilitated Discussion Dates:

- Wednesday, February 25th – 7:30 am-9:00 am City Hall, Peter Kirk Room
- Thursday, February Feb 26th – 11:00 am-12:30 pm City Hall, Peter Kirk Room
- Monday, March 2nd – 6:00 pm-7:30 pm City Hall, Peter Kirk Room
- Wednesday, March 4th – 6:00 pm-7:30 pm City Hall, Peter Kirk Room

**Based on demand, additional discussions may be scheduled*

You are also welcome to send your comments directly to Philly Hoshko at phoshko@kirklandwa.gov; (425) 587-3013 or Kirkland City Hall 123 5th Ave, Kirkland, WA 98033.

--

Don Winters
Moss Bay Neighborhood Association
www.mossbay.org
425-827-2650

View attachments on the web

Posted by: "Jawad Khaki [IMAN]" <jawad_khaki@iman-wa.org>

Reply via web post • Reply to sender • Reply to group • Start a New Topic • Messages in this topic (2)

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Additional Information Attached is the Agreement between the City of Kirkland and Rick Williams Consulting and the Draft Final report [v0.5] of Williams' report.

Philly Hoshko may be contacted at 425-587-3013, e-mail phoshko@kirklandwa.gov.

My phone is 425-576-5675, e-mail nelson.markb@gmail.com.

Attachments:

Rick Williams Consulting Agreement

Rick Williams Draft Final Report [v.5]

January 6, 2015 City Council Comments

**City of Kirkland City Council
January 6, 2015 Meeting
Agenda Item 11a Downtown Parking Preliminary Options**

City Council Member Comments

Time stamps are shown thus hh:mm and are based on City of Kirkland Recording at
http://kirkland.granicus.com/MediaPlayer.php?view_id=24&clip_id=2994

- 03:36 Arnold – What is the City doing to enforce move to evade parking by employees? City does not have a move to evade ordinance and has backed off enforcement of employees not parking in downtown area.
- 03:37 Godfrey – Presented slide with questions for City Council to consider.
 - Are the right issues being examined; are the goals of the study right?
 - Have the options from the study been clearly described?
 - Are there other options that should be added for consideration? (auxiliary lots)
 - What should be the timing for implementing options?
 - Timing for implementation?
- 03:37 Kloba – Would like to get from the community a sense of City's role in providing parking. Inform community of typical parking space cost. How much cost recovery does community thinks make sense? How should parking fit in City's budget? This is a foundational value for the community to share.
- 03:39 Marchione – Include with adding parking south of City Hall as a short term fix, the sale of Lake and Central as it is not a best use of the land. South of City Hall is an option for downtown employees. This option should be looked at. Look at metered parking downtown instead of free parking.
- 03:42 Nixon – Sent lengthy e-mail to Dave Godfrey and Kathy Brown with ideas. *Note to City: Reveal these ideas to KAN and stakeholders as they are consistent with the intent to obtain ideas and directions from City Council members.* Add escalator on Second Street to facilitate / encourage access from Central Way to City Hall. Items missing from Study which should be considered:
 - Giving stores a way to validate parking.
 - Decrease amount of time it takes to pay, using monthly passes, coupon books, pay by space vs pay and display, and especially use technology rather than credit cards and coins.
- 03:44 Asher – Include a program to advertise 255 catchment area to make people aware of frequency and convenience of the bus. Dig down to Central Way south of City Hall and make it accessible from Central Way.

- 03:46 Arnold – Add as other options:
 - Enforcement of employee parking.
 - Two Pending Projects. What policy decisions for those projects can be offered that would provide opportunity to partner for parking which could then serve as a model for other projects?
 - Park & Main (fka Antique Mall)
 - Parkplace
 - What opportunities are there to use standard brand / signage for City-Owned and private-owned lots?
- 03:49 Kloba – Stakeholder groups should include visitors outside of Kirkland and outside of downtown core. Would like to gain better understanding of where parkers are coming from. This would help us make a better decision. Consider bike parking as a quick, low cost, and easy to implement solution. Consider incentives to not use / have cars. e.g. Use dedicated parking, inexpensive parking, Zip Car, Car to Go.
- 03:52 Walen – Outreach is really important. Have gotten to know places to park, and can find parking. ADA should be looked at to help people who can't walk.
- 03:54 Godfrey – Public Process Stakeholders
 - Parkers
 - Business operators / owners
 - Residents of
 - Downtown
 - Adjacent Neighborhoods
 - Others?
- 03:54 Walen – Faith-Based Groups and businesses have parking available. There is supply which should be coordinated with parking owners to let parkers know space is available.
- 03:57 Godfrey – Proceed with outreach. Come back to Council in April with, *Here's what we heard from people.*

KAN Meeting Minutes

1/14/15

Peter Kirk room, City Hall

7-9:10 pm

Neighborhood Reps Attending:

Central Houghton – Lisa McConnell (KAN Co-Chair)
Everest – None
Evergreen Hill – None
Finn Hill Neighborhood Alliance – Jon Pascal, Kurt Brunnenkant
Highlands – Karen Story (Chair) (KAN Secretary)
Juanita Neighborhoods - Doug Rough (Co-Chair), Karen Lightfeldt
Lakeview Neighborhood - Chuck Pilcher (Co-Chair)
Market – Dawn Morse (Chair), Mark Nelson
Moss Bay – Bea Nahon (KAN Co-Chair)
Norkirk – Karen Edgerton
North Rose Hill –
South Rose Hill/Bridle Trails – Jim McElwee
Totem Lake – none

City Staff Attending:

Kari Page, Neighborhood Outreach Coordinator
Kurt Triplett, City Manager
Dave Godfrey, Public Works Transportation Engineering Manager
Christian Knight, Public Works Neighborhood Services Outreach Coordinator
Rod Steitzer, Public Works Capital Projects Supervisor

Elected officials present:

Councilmember Dave Asher

Co-Chair Bea Nahon convened the meeting at 7 pm.

After introductions we ratified the December meeting minutes.

Preliminary Downtown Parking Options and Next Steps (with Q/A)

Kurt Triplett, City Manager

Dave Godfrey, Public Works Transportation Engineering Manager

- Bea explained that Kurt and Dave would provide a brief overview of the topic, because KAN reps were expected to have read the KAN packet and watched the Council meeting, and the purpose of the discussion was mainly for Q&A.
- Kurt: We're not addressing big budget parking solutions yet. Are there some things we can just do now? City does not have a policy to stop overflow parking on neighborhood streets – for Metro bus riders or other excess parking needs.
- Dave briefly reviewed the slides (in KAN packet).
- Kurt T: Philly Hoshko, in Economic Development at the City, will handle the outreach effort. The outreach approach is still being developed.

KAN Meeting Minutes
1/14/2015

- Bea: Previously asked Council to consider KAN as a stakeholder. Asked Kurt and Dave, who are the stakeholders; in particular, who are “parkers”?
- Dave: Parking Advisory Group will give input. City might talk to folks in parking places.
- Chuck: We’re competing against free parking at Bellevue Square and other local shopping areas. Is there technology that allows free parking for the first 30 minutes (for example)?
- Dave: Yes, but it’s expensive to implement.
- Karen L: The study assumes that winter and summer are the same, but in fact Kirkland is two different cities. Boat owners in the summer, plus swimming pool, farmer’s market. The weather impacts how/where people want to park. We need seasonal signage.
- Jim: What are day/night differences in parking? Do businesses see a difference? What do parkers think?
- Lisa: Talk to Sound Transit and Metro: are there commute parkers downtown? What is the definition of “doable” (parking improvements)? What is the range (price and scale) for suggestions we can offer?
- Kurt T: Council wants things we can do this year.
- Lisa: The library garage west exit is a safety issue: blind exit with no pedestrian access.
- Jon: Said he likes the focus on short term vs. long term; long term picture is important for choosing short term options. It’s good to work now with future private parking developments like Parkplace to plan for coordinated branding. He likes the technology approach. He wants to see costs for the various options.
- Dave: Costs vary quite a bit because there are so many variables.
- Mark: We should measure any changes, like an experiment. We should discourage transit parkers. Signs are a cheap solution. We could use them to change the allowed parking time, for example.
- Dave: Downtown employees are encouraged to park out of the downtown core.
- Karen E: Did the consultant say how many spaces we need?
- Dave: No.
- Karen E: If transit parkers can’t park downtown they’ll move into neighborhoods. We need transit parking.
- Dave: There is no policy to prevent transit parking on surrounding streets. The purpose of the study is to provide more downtown parking.
- Chuck: We could survey bus 255 riders to ask where they park. This would give us an idea of the magnitude of the problem. It may be bigger or smaller than we think.
- Lisa: We can get info from Metro. ORCA card data shows where riders live and where they board.
- Kurt T. asked Dave to request the data.
- Karen L: Sunday parking in the summer is free all day so there is no turnover. This hurts merchants.
- Karen E: Why is Sunday parking different?
- Dave: Parking enforcement personnel have the day off.
- Bea: We need to know what we’re managing before spending big bucks, so it’s appealing to implement these cheaper solutions first. We need to approach pay parking carefully; merchants will have concerns.
- Dave: Merchant surveys will be done.
- Bea: If Parkplace is free but downtown is pay, will people avoid downtown in favor of Parkplace? How do other cities handle this dichotomy? Lake and Central lot: some have said that it is time to trade it for something that will give more parking value but that presupposes that the dollars will buy more spaces in a nearby location and that is not

KAN Meeting Minutes
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supported. If Lake and Central is sold or redeveloped, the process must start with the community and its vision.

- Doug: Time spent looking for a parking place takes away from time spent shopping, so he supports technology that shows available parking. Signage is important so that people know about all parking options. Some places are poorly signed, so people don't know they're legal.
- Jim: Many people say they don't want to walk uphill to park at City Hall or Waverly, yet people are already parking in the neighborhoods, which are uphill.
- Dave: Parking Advisory Board did a survey to measure this.
- Kurt B: Loves free parking. Do more parking spots = more traffic? Could there be a shuttle from outlying lots?
- Dave: Shuttle has been considered. Expensive to operate. Inconvenient for users so only works if parking downtown is pay. Kirkland "doesn't feel right" about pay parking.
- Karen E: Pedestrian safety concern at library garage entrance. Could a blinking light be installed? Many people use Antique Mall lot as "Kiss and Ride" drop off lot. Will that go away? Can the city ensure that it stays?
- Dave: City can ask.
- Chuck: Are we sure people aren't willing to pay to park?
- Lisa: Is the Parking Board coming back?
- Dave: No.
- Karen S: Other cities have better shopping options in terms of variety and cost, so if we want to encourage people to shop here, pay parking hurts Kirkland.
- Kurt T: Do KAN members think that parking is the city's problem to solve?
- Karen E: Both the city and developers have a part.
- Mark: In Bellevue, on some streets no parking is allowed. (The city controls this.)
- Bea: This is a good topic to discuss when KAN is brought in as a stakeholder.
- Kurt: What more does KAN want from the city (in terms of being a stakeholder and providing input)?
- Bea: We want to give input on options.
- Doug: We don't want parking fed into neighborhoods.
- Mark: Maybe KAN should offer to provide our view of the role of stakeholders.
- Dave: KAN is a stakeholder. Can KAN tell the city what options they support and what they want to see?
- Mark: KAN should clearly state what we want. Mark offered to draft a report for KAN review.
- Dave: Don't give us feedback on the process; give us feedback on the options.
- Karen L: Is the city handling employee parking? This has always been the #1 problem.
- Chuck: Most people only need short-time parking.

2014 CIP Accomplishments

Christian Knight, Neighborhood Outreach Coordinator
Rod Steitzer, Capital Projects Supervisor

Slides not in packet; will be uploaded to KAN website.

Christian gave a delightful and entertaining presentation. Said there have been "many big and transformative changes in 2014."

KAN Meeting Minutes
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- Park Lane remodel has begun. Will last about 4 months. "Embrace the construction vibe" and visit businesses during construction. Lots of fun to watch. Come see the elementary art project that will soon be unveiled!
- The following projects made Totem Lake mall more desirable to developers:
 - Flood control (underground storm water vaults)
 - Justice Center creates many new visitors/employees in Totem Lake (potential shoppers)
 - New street – NE 120th St. First new road built in 20 years. Built to green standards.
 - Cross Kirkland Corridor enhances Totem Lake and whole city.
- New utility infrastructure (water mains, etc.)
- NE 85th St. – overlay will happen next summer.
- Grants: a huge part of how city pays for projects.
 - Juanita Drive grant for bike lane, rapid flashing beacons, street lighting, other safety improvements. (Jon Pascal noted that WSDOT received 119 grant requests and Juanita Drive was one of the few that received funding.)
 - 100th Ave NE (132nd to 145th) received grant for design study.
- Jim: Where will construction money come from after 100th Ave design is completed?
- Christian: Construction elements will be prioritized and implemented as funds permit. Maybe grants, etc.

Public Comment

- Downtown resident Bob Brown. Has been involved in parking conversation for 10 years. Said we can't wait for long term solutions before moving forward. Parking investments bring in sales taxes, thus the city doesn't need to recoup that investment by charging for parking. Wayfinding is needed and does not exist yet. The city needs to enforce existing agreements, such as with the Heathman Hotel, whose employees park in the library garage, and not in the Heathman lot, as per their agreement.
- Downtown resident Glenn Peterson. Founding member of Parking Advisory Board. Said some fringe parking locations were not mentioned in the study. Suggested scattering parking meters around the city to test their usage. The biggest problem is employee parking and merchants who don't enforce it.

Right Size Parking (RSP)

- Bea: The Planning Commission has approved the RSP proposal and recommended it to Council. What should KAN's role and response be (content, method, timing)?
- Discrepancies were identified in the data: some were errors, some were estimates due to lack of contract time to collect actual data. (The Planning Commission was told by the consultant in June that the bedroom data would be based on estimates. Even some commission members had forgotten this.) Jon Regala has recalculated using the new data and says the changes are immaterial and therefore the results don't change.
- Bea: However, a study which purports to prescribe numbers of parking stalls as a function of the distribution of units and bedrooms, one would expect to be based on actual bedroom distribution rather than an estimate.
- Karen S: Wants KAN to submit a statement to the city. KAN represents neighborhoods, and all residents are stakeholders. If city is looking for more downtown parking, it doesn't make

KAN Meeting Minutes
1/14/2015

sense to reduce parking by approving RSP. She is discouraged that the Planning Commission seems to be ignoring a lot of input objecting to the proposal.

- Jim: Because there is uncertainty about future transit availability, and we need more parking downtown, and the study was based on estimated data, we should “do no harm” and not enact any permanent parking reductions that would be difficult or impossible to rescind.
- Chuck: The purpose of the study appears to be social engineering to force people out of their cars.
- Karen E: Apartments charge for stalls, and this pushes residents onto street parking. Does the RSP study address this?
- Bea: This is called “unbundling.” It is “well thought of” by some parking consultants, but it causes street parking as residents will look to save money on their rent if there are no time limits for nearby on-street parking.
- Mark: The city is working at cross purposes. It’s odd to ask how to increase parking and then ask to reduce it. Where is this coming from? What is the driving force?
- Kurt T: Started by King County, with Kirkland as pilot program. A few years ago, during downturn, cities were looking for ways to encourage development. Builders said that building parking was expensive and a deterrent to construction. But now there’s a building boom.
- Mark: Does RSP still make sense? Times have changed. Concerned about comment he heard at Planning Commission meeting: “We got overwhelming public comment against this, but that was public comment from people who do live here, not the ones who would be living here and trying to afford the rents or prices to buy these units.”
- Mark: A planner submitted a last-minute change with no public input. This is not good process. There should have been public input.
- Lisa: We need a parking master plan, and one that encourages financial and environmental sustainability. KAN should ask the city to slow down, step back, look at the big picture.
- Karen E: How are residential (RSP) and commercial (downtown parking study) parking interconnected?
- Chuck: What do developers say is the highest and best use of Kirkland? How is their vision different than ours?
- Kurt T: They build whatever is best for them economically. The city has to tell them what we want.
- Bea: Our vision should trump developers’ vision. If RSP would bring down housing costs and increase the value of multi-family housing for all types of families, then it would make multi-family housing more attractive. But RSP does not do these things. It is not family friendly. It does not meet our goals for housing.
- Bea: A transit subsidy would increase rents. Developers pass all costs on to renters. Quoting from the 10/23/14 meeting, Commissioner Miller: *“If you really truly think that the owner developer of an apartment project isn’t building that into the rents you’re sorely mistaken because all those costs are built into the rent structure that they have. So the residents ultimately are paying whether you’re renting a unit or buying a unit. You’re paying for it, so that’s the same across the board.”* And he is absolutely correct by this statement.
- Doug: “All forecasts are wrong and some are useful.” The cost of underestimating parking needs far exceeds the costs of overestimating. Too few spaces is hard to fix; too many spaces isn’t (i.e. extra spaces can be converted later for other uses).
- Karen S: If KAN wants to make a statement, what is the process?
- Lisa: Suggested that KAN write a letter and speak at Council meetings. Not all council members are able to read everything they receive, so they also need to hear us speak.

KAN Meeting Minutes
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- Karen S., Lisa, and Bea will draft a letter for KAN member review and they will coordinate so that one of them will speak at Council meeting(s).

Neighborhood Services Report

Kari Page, Neighborhood Outreach Coordinator

- Cross Kirkland Corridor (CKC).
 - The final touches are being put on the interim trail.
 - The city will contract to pull the NE 124th St. rails in the spring.
 - Celebrations are being planned. Come to the Brown Bag lunch on Monday, January 26 to give input. Might have small event (soft launch) in late Jan and big launch in March/April.
- Make sure you are on the neighborhood listserv
https://service.govdelivery.com/accounts/WAKIRK/subscriber/new?topic_id=WAKIRK_3 to receive KAN and neighborhood info. Listservs are being consolidated; Kari is no longer using the KAN listserv.
- CERT will contact us to schedule a networking meeting. [Meeting is Saturday Feb. 28 at 10 AM at Fire Station 22.]
- Kari is working on planning the next City Council meetings with neighborhoods. For 2015 they include Juanita and Finn Hill in the spring and Lakeview and Moss Bay in the fall.
- NSP workshop is January 22 4:30-6:00 in the Peter Kirk Room.
- 2015-16 grant applications and 2014-15 final reports are due January 31.
- Neighborhood Safety Program
 - The city has vetted all submitted projects. Kari handed out a spreadsheet and map showing the status. She will also send this to us electronically.
 - Project applications are due Feb. 9. Each neighborhood may submit a maximum of two projects that together do not total more than \$50,000.

Totem Lake Mall

- Kurt: Centercal (<http://centercal.com/>) is in the process of buying Totem Lake Mall (it has not closed yet).
- Jim: Is city money still on the table for the project? (Yes, as much as \$15M.)
- Jim: Are they still planning residential? (Yes)
- Bea: Centercal is tentatively scheduled to attend the Feb. KAN meeting.

Liaison Reports and Round Table

- Mark: Lake Washington School District redistricting information is in KAN packet.
- Doug: Park Board
 - Edith Moulton Park master plan pushed out to next year.
 - ARC: Virtual tour will be shown as if at Juanita Beach Park.
- Jim: Thanks to city for coordination of work at NE 80th St. Residents are happy and appreciative.
- Karen L: City will have a Habitat for Humanity project in Juanita, on Forbes Creek Drive. About 10 cottages will be built on donated land. Karen will provide pictures. Kirkland hasn't had a Habitat project in a long time.
- Jon: St. Edward St. Park proposal was released last week.
 (<http://www.parks.wa.gov/857/Saint-Edward-Planning---Seminary>). Bastyr College wants to purchase the seminary building for dorms and a conference center, and deed the forest to

Discussion with Philly Hoshko, Special Projects Coordinator, City of Kirkland. January 30, 2015

Attendees:

- Pat Wilburn, Market Neighborhood Board Member
- Philly Hoshko, Special Projects Coordinator, City of Kirkland

The overarching goals for the City are:

1. City wants to demonstrate that they are doing something about parking
2. They want to identify and take action on short term (~1 year) and moderate cost (~\$2m mx) options
3. The report mentions 150 new spots desired. Actual goal is TBD.

Philly has had discussions with four members of City staff thus far:

1. Kurt Triplett, City Manager

- Goal is to take action and do something now
- Don't discuss big, long-range solutions. Look at smaller, simpler solutions.
- Next year or so for implementation
- Take a few specific concrete actions on parking
- Kurt wanted to spend public outreach time discussing the ideas that were possible, rather than larger options

2. Kathy Brown, Public Works Director, and David Godfrey, Transportation Engineering Manager (together)

- What they want to get out of the public outreach are clear marching orders
- They want to take action as output from the public feedback
- Keep the focus on things that are smaller (not large projects)
- Make happen soon, rather than longer term plan
- One of the stakeholders is parkers. Difficult to reach these parkers (no organized group, complexity of the options)

3. Ellen Miller-Wolfe, Economic Development Manager

- Parking is an ongoing issue with the City
- Ellen works with brining businesses to Kirkland, and some business won't consider coming here because of parking
- We seem to always study parking, but never take action because it gets too big
- She thinks we have a scarcity of parking for customers downtown and we need to add more supply
- Transit availability is poor
- Zoning constraints downtown make it hard to add parking (height restrictions, etc...)

- She talked about shared parking agreements for new developments (like Parkplace and Antique Mall)... they can get expensive for the City. Philly didn't know why this would make it expensive for the City (?). May be tax deductions, but she doesn't know the details.

In addition, Philly will speak with two additional internal stakeholders:

- Jeremy McMahan – Planning Supervisor, City of Kirkland
- Police – TBD representative

Pat's feedback to Philly regarding Public Engagement on the Parking Study:

- We want to be involved in discussing and reviewing all of the options
- We want to help the City meet their goal without treating the neighborhoods as parking lots
- Both KAN and the neighborhood groups surrounding downtown should be involved
- City should come to the March Market Neighborhood Association meeting
- City should provide access to the consultant, to provide feedback on the study and its methodology and approach
- Start with a survey to understand priorities for the neighborhoods, followed by 2-3 in person sessions.
- Don't present the final presentation to the public a week before council meeting, when it is too late to give feedback
- I was asked about stakeholder weighting. My feedback:
 - For downtown core impact, City should consider input
 - For neighborhood impact, the bar needs to be very high to override neighborhood opposition
- Norkirk should be involved for the south-of-City-hall option

Additional notes:

- David Godfrey still driving parking study
- Options are not recommendations. Can add options, but not more than \$2M implementation, and should not take more than a year to implement
- Philly is trying to have a public outreach schedule published by 2/6/15
- The April target date for a final recommendation can be moved back if the City needs more time for the process
- Philly plans to talk to the KDA as well



Memorandum

February 9, 2015

To: Bea Nahon – Co-Chair
Lisa McConnell – Co-Chair

From: Mark B. Nelson – Market Neighborhood Representative

Re: Downtown Parking Study

Recommendation It is recommended that KAN members review the attached Downtown Parking Study Report and the City Council direction and provide comments and direction to the City's Special Projects Coordinator.

Background In early 2014 The City of Kirkland engaged Rick Williams Consulting (RWC) to understand and assess parking services currently delivered by the City of Kirkland and to make recommendations for use of technology, identification of parking supply and increased capacity.

The agreement with RWC included seven tasks and a requirement as part of Task 1 to "Schedule, conduct and summary up to 8 external (non-staff) stakeholder interviews...."

Shortly after the agreement was signed with RWC, the Market Neighborhood Association (MNA) contacted the Public Works Department and requested that MNA members be included as a stakeholder. MNA continued to check-in with the City throughout 2014 requesting when the stakeholder task would begin.

In late November, the City informed the MNA that after initial meetings with the RWC, the City decided to reorder the tasks with the stakeholder interviews occurring after the City Council is briefed on RWC's report.

The City Council was briefed on January 6, 2015 and provided direction to the City Staff.

Four meetings have been scheduled by the City. These meetings are characterized as Facilitated Discussions and will provide opportunities for parkers, residents, business owners, neighborhood and homeowner associations, the Chamber of Commerce and others to offer comments and ideas on downtown parking. The City has limited the discussion to solutions which can be implemented quickly and do not require significant funds.

Next Steps Philly Hoshko, Special Projects Coordinator City of Kirkland City Manager's Office will facilitate discussions with stakeholders in the Peter Kirk Room at City Hall on:

- Wednesday, February 26 7:30AM – 9:00AM
- Thursday, February 26 11:00AM – 12:30PM
- Monday, March 2 6:00PM – 7:30PM
- Wednesday, March 4 6:00PM – 7:30PM

Prior to the meetings it is suggested that the attached documents be reviewed, especially the summary of City Council comments which provide Ms. Hoshko with the Council's impression of RWC's Draft Final Report and direct her to explore additional areas with stakeholders.



Kirkland Alliance of Neighborhoods Meeting

February 11, 2015 at 7:00 p.m.
 Peter Kirk Room, City Hall
 123 Fifth Avenue
 (South entrance, Lower level)

AGENDA

7:00-7:05 Introductions and ratification of January meeting minutes

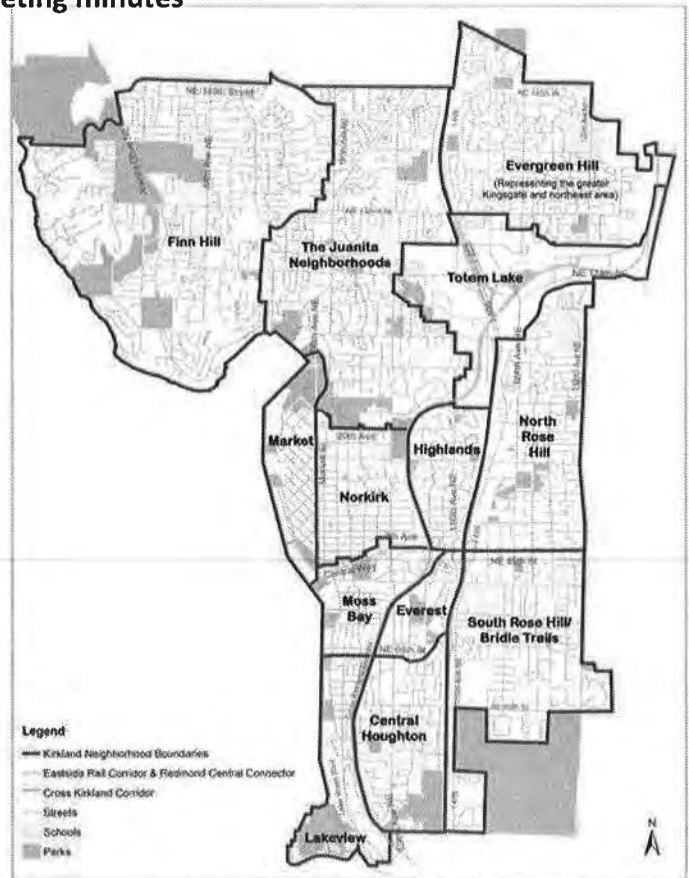
7:05-8:00 Items before Council/Council calendar

- Parkplace/Talon development
- Right Size Parking - updates on KAN letter and Council meeting comments
- ARC update and discussion, Karen Lightfeldt
- Downtown parking study and stakeholder input, Mark Nelson, KAN and Philly Hoshko, Special Projects Coordinator City of Kirkland

8:00-8:10 Public Comments

8:10-8:45 Liaison Reports and Hot Topics

- Neighborhood Leaders
- KAN State of the City with Mayor Walen and City Manager, Kurt Triplett, February 25, 2015 in Peter Kirk Room
- Boating study
- Lisa McConnell on behalf of Kari Page, Neighborhood Services Coordinator
 - CKC Update & Celebration
 - Neighborhood Safety Program Update
 - Neighborhood Safety Panel signup
 - Communications Workshop recap, Karen Story



Upcoming Agenda Items:

- Totem Lake update by Jean Paul Wardy, president, Centercal Properties
- Planning Commission joint meeting TBD
- Fall Food Drive Committee Lead/Planning
- Leadership in crisis or difficult situation, CERT training, Pattijean Hooper
-

Upcoming Events/Deadlines:

- Neighborhood Safety Program applications due February 9, 2015
- KAN State of the City with Mayor Walen and City Manager, Kurt Triplett, February 25, 2015 in Peter Kirk Room

The Kirkland Alliance of Neighborhoods (KAN) is a coalition of the City's Neighborhood Associations. KAN fosters communication and awareness of issues affecting the neighborhoods among the Neighborhood Associations, the City and appropriate entities. KAN is an effective, collegial voice for the neighborhoods and a valued resource for the City.

WINDWARD REAL ESTATE SERVICES, INC.
335 Parkplace Center G-119
Kirkland, WA 98033
PH 425-702-8422 FAX 425-497-9157
jetosti@msn.com

February 24, 2015

Kirkland City Council Members

Re: Downtown Parking Assessment

Council Members,

This letter to serve as testimony and public comment on the DRAFT FINAL REPORT of the Assessment of Downtown Parking prepared for the City of Kirkland at the request of the Public Works Department.

I have several comments that I will list and reference to the subject Report:

1. Section I of the report clearly outlines the issue as “a long standing issue in Downtown Kirkland”. Further in the paragraph the report identifies that there are two main goals to “increase parking availability” for downtown parking. Those goals are “adding supply and improving management”.

Comment: This issue is recognized as a “Downtown” problem by the Consultant and also by the City Public Works Department that outlined the scope of this report before signing the contract.

2. Section I, pg 2, the report states that “opportunities to further maximize existing supplies of parking are limited”.
Last paragraph of pg 3 states that implementation of these two goals would “result in improvements to the occupancy and user convenience problems...”.

Comment: These statements make it clear this is a “Downtown” problem but the solutions are being dumped into the laps of the surrounding neighborhoods.

3. Section II, Existing Conditions: The last paragraph identifies that “parking utilization in the downtown area is at a very high level.” It also states that “Employees often time use stall that would be better used by customers....”

Comment: Once again, the problem is isolated to the Downtown area but the solutions are focused on neighborhood parking.

4. Section III, Supply Options, Option 2: Lake Avenue West

This area is “permit only” per an adoption of an earlier City Ordinance. The following paragraph says that “some of it could be leased to employees”. The last declaration by the consultant states that adding space along Lake Avenue West would be “low” pertaining to costs.

Comment: Since the parking is controlled by an existing City Ordinance then any change to the Ordinance would have to occur through a Councilmatic action that would require full public hearings and citizen input to discuss the specific ordinance along with any proposed changes. These discussion would be limited ONLY to this ordinance. Lake Ave West owners would be more than happy to participate in those separate ordinance hearings and discussions. Secondly, why would a City try to solve their downtown parking issues by leasing neighborhood parking spaces?

5. Section V, Summary: The last paragraph of this Section clearly states that there should be a priority invoked to solving the parking problem. The order of priority is listed as 1) Branding and identifying the parking system itself, 2) followed by signage, wayfinding.... Then 3) Strategic and incremental expansion of pay to park technologies. Followed by the 4th and last item: pursuing new supply.

Comment: In short, if you were to follow the priority listed in the consultant report, expansion of existing supply is last on the list. Therefore, I would suggest for this reason alone the Council should table any talk of parking expansion on Lake Ave West until all of the other suggestions are exhausted.

In closing I want to stress that the idea of using neighborhood parking in any form to address an issue that is being pushed in front on the Council by the Downtown Business Association runs counter to the most basic agreement the City has with its existing neighborhoods, and that is the preservation of the neighborhoods and the enhancement of the neighborhood communities. Trying to solve the downtown parking issue in the neighborhoods runs in direct opposition to these elements that the neighborhoods have fought so hard to preserve and the Council has backed for several years.

This is clearly a “downtown issue” and the downtown business people along with the City need to figure out how to handle the issue without encroaching on the surrounding neighborhoods and their way of life.

Lake Ave W

Attachment C



Increased parking on Lake Ave W is not a solution to Downtown's parking issues:

not safe, not low-cost, not fast, not easy

- The City has a stated goal of reducing reliance on single-occupancy vehicles:
➔ *why is the City even considering increasing parking in neighborhoods?*
- This is a low-density residential zone, not commercial or office zone. Parking should be for residents and their guests, *not* business employees, commuters, and business customers.
- **Safety Factors:**
 - Pedestrian safety – there are no sidewalks yet is a heavily-traveled street. People walk down the middle of the street. It is not unusual to have several hundred people on a single day walking down the center of the street.
 - Hazardous intersection (Lake Ave W – Market St – Central Way) cannot support additional traffic without mitigation (signal already recommended per Market Street Traffic Study, 2007)
 - The current street is already inadequate for current fire regulations and Waste Management. Allowing increased parking sacrifices the safety of all residents if emergency vehicles trucks do not have adequate access.

Kirkland's Comprehensive Plan

Attachment C

" The City Council has adopted a goal of reducing reliance on single-occupancy vehicles...

Focusing comprehensively on safety...

Emphasizing greater support for bicycle and pedestrian modes..."

So why is the City proposing to push additional parking into residential neighborhoods?

Transportation Master Plan



Kirkland is planning for the next 20 years. Critical to that planning is the need to evaluate the strengths and weaknesses of the City Transportation System and identify future projects that respond to growth and keep Kirkland moving.

As part of the City's [Comprehensive Plan Update](#), a Transportation Master Plan will be developed to develop policies and help prioritize future transportation projects needed in Kirkland through the year 2035. These projects will support safety, mobility, commerce, quality of life, and connectivity for all modes of transportation.

The [City Council has adopted a goal](#) of reducing reliance on single-occupancy vehicles and improving connectivity and multi-modal connectivity to maintain or enhance travel times, safety, health, and transportation choices. The Transportation Master Plan will help to create a balanced transportation system that meets this goal.

The Transportation Master Plan seeks to invest in all modes of transportation by:

- Funding maintenance and preservation of existing facilities as a priority
- Focusing comprehensively on safety
- Emphasizing greater support for bicycle and pedestrian modes
- Actively partnering with other groups
- Making sure growth is on pace with construction of multi-modal transportation projects

On October 21, 2014, the City Council discussed the Preliminary Draft Transportation Master Plan. For background, [read the Staff Memo](#) (PDF) or [watch the Study Session video](#).



What's New

[Transportation Master Plan Overview: How does the TMP reflect our vision for Kirkland?](#) (PDF 6.49 MB)

Update to City Council, Jan. 20, 2015

Related Links

- [Transportation Commission](#)
- [Kirkland 2035](#)
- [Active Transportation Plan](#)
- [Cross Kirkland Corridor](#)

Contact

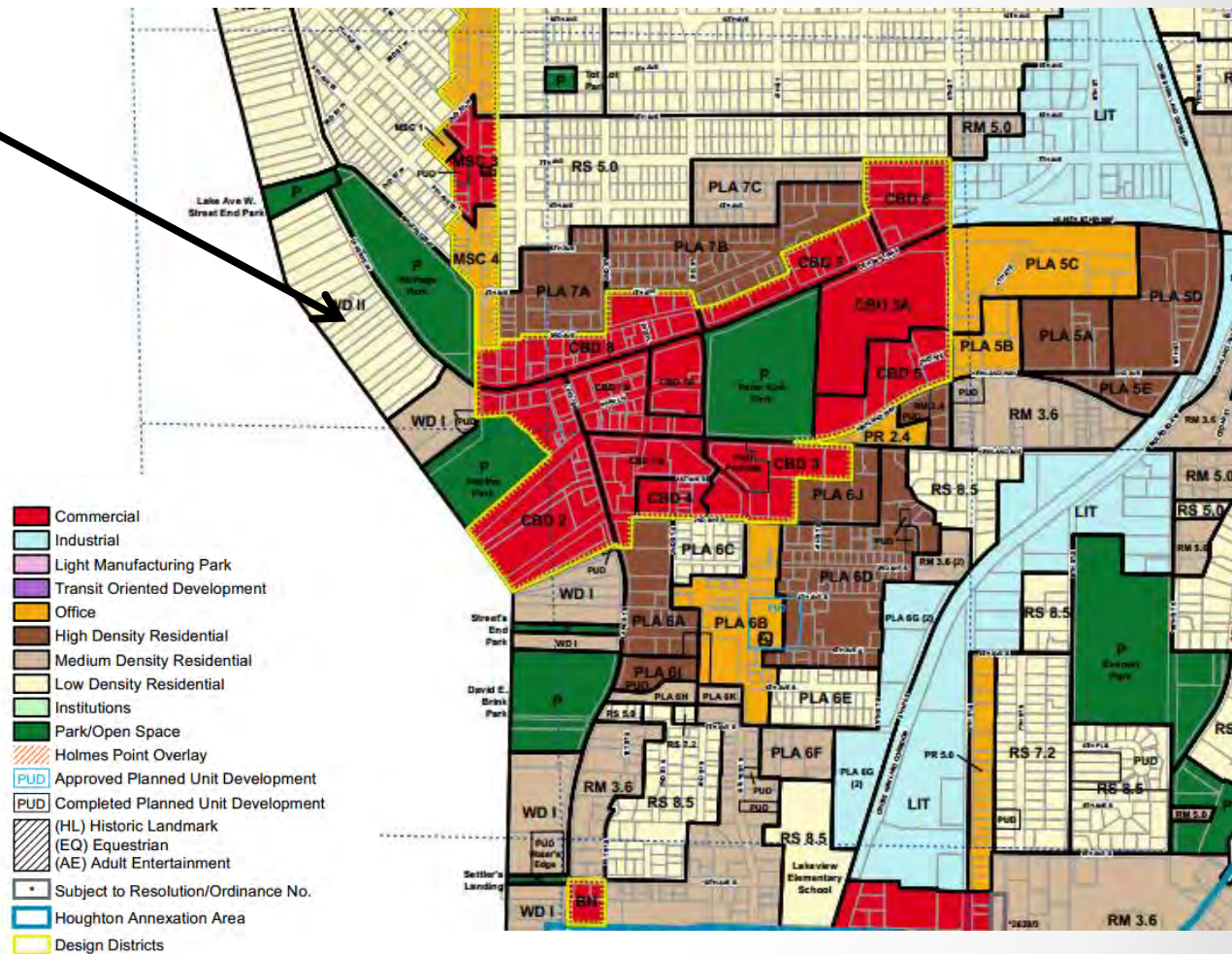
David Godfrey
Public Works Department
425-587-3865
dgodfrey@kirklandwa.gov

[Subscribe to receive updates](#)

Kirkland Zoning Areas

Attachment C

This area is Zoned Low Density Residential. Current parking area is zoned Medium Density Residential. Lake Ave W is NOT within the Commercial or Office districts which would benefit from this parking.



<http://www.kirklandwa.gov/Assets/IT/GIS/Kirkland+Zoning+Map.pdf>

Current Parking



Current Sidewalks

Attachment C



Note that sidewalks are present where parking is present.

Lake Ave W is a very common walking path for walkers, joggers, bicyclists, mothers-stroller groups, elderly, children, etc. throughout the year. Hundreds of people use Lake Ave W as a quiet, safe walking zone. Because there are no sidewalks, these people use the center of the street.

Typical (winter, non-busy) afternoon

Attachment C



Where there's parking, there are sidewalks...

Attachment C



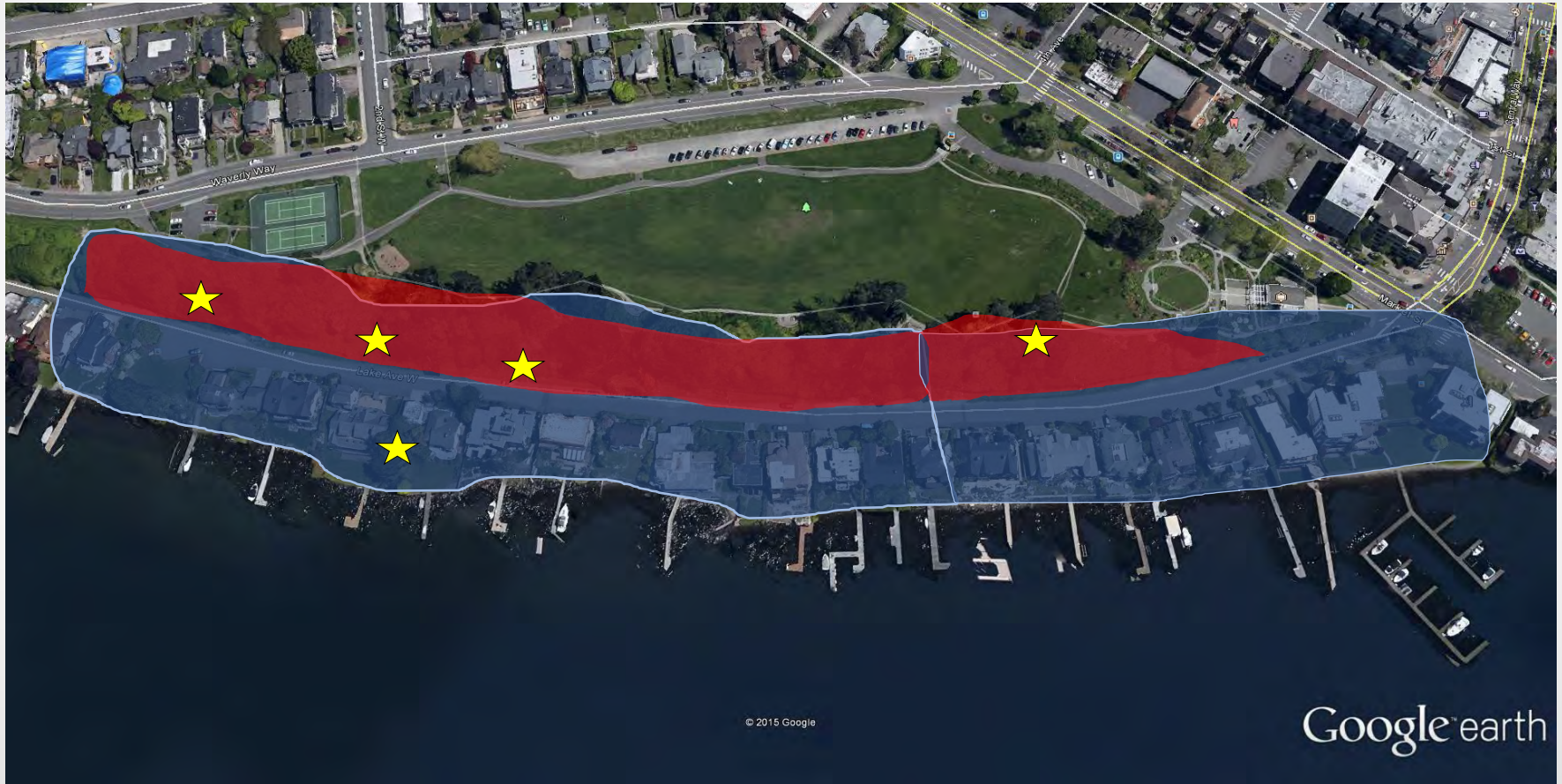
No sidewalks, no parking

Environmental Factors

Attachment C

- Landslide Risk (High Hazard Area) *City of Kirkland
- Shoreline Area (200 feet from OHWM) *Dept. of Ecology

- ★ Bald Eagle Roosting and Nesting Areas



Current Pavement Width

Attachment C



Pavement on Lake Ave W is primitive, with no curbs, no line markings, and width varies considerably throughout the length of the street. Measurements were made without consideration of property lines, placement of utility poles, or other obstacles that might impact street and parking widths.

Current conditions are insufficient to meet current fire and Waste Management guidelines.

Street improvements to allow for parking on east side of street:

- 20' minimum (32' standard) for street
- 7-8' for parking
- 6" curb
- 5' planter / barrier strip
- 5' sidewalk
- Summation: 12' to 16' pavement/concrete, plus additional 5' planting area (permeable surface)
- Increased zone for Emergency vehicles and Waste Management at park turnaround

17'-20' (or more) additional width required over current paved area to create a safe parking area for non-residents along Lake Ave W. This area would be cut out of the high-hazard landslide zone below Heritage Park.

Any changes would need to comply with current regulations, including Shoreline Master Agreement

If parking is required, changes would be necessary:

Attachment C

➤ **Environmental Factors:**

- High Hazard landslide area – increasing street width to allow for parking eats into a known hazardous area
- Shoreline regulations – any change in current pavement (impervious surface) coverage impacts shoreline regulations
- Additionally, increased parking allows for contaminants (oil, hydraulic fluid, etc.) from vehicles to seep into the soils and drain directly into Lake Washington
- Lake Ave W has a pair of resident bald eagles which nest yearly. Increased vehicular traffic is disruptive. More disruptive would be any further street development to allow for parking and safe pedestrian passage.

➤ **Cost:**

- To create additional parking for non-residents in this low-density residential neighborhood, additional street width, curbs, and sidewalks would be required to keep a safe environment. An additional 17' or more of width to allow for parking, curbs, sidewalk, and planting strip will disrupt the landslide zone and shoreline area.

➔ ***Lake Ave W parking is not a low-cost, fast, or easy solution***

Supplemental Material











Attachment C

- Landslide Risk Map
- City of Kirkland Fire Department Guidelines for street width and turn-around
- Department of Ecology Shoreline
- Kirkland Sensitive Area
- Market Street Traffic Assessment

Kirkland Landslide Risk Map

Attachment C

Kirkland Landslide Areas

-  Seismic Hazard Area*
-  Landslide Hazard Area (Medium Hazard)*
-  Landslide Hazard Area (High Hazard)
-  Drainage Basin Boundaries
-  Building Footprints
-  Docks/Piers
-  Selected Public Properties
-  Kirkland Parcels
-  Lakes
-  Kirkland City Limits



<http://www.kirklandwa.gov/Assets/IT/GIS/Landslide+Hazard+Map.pdf>

City of Kirkland Fire Department Guidelines

Attachment C



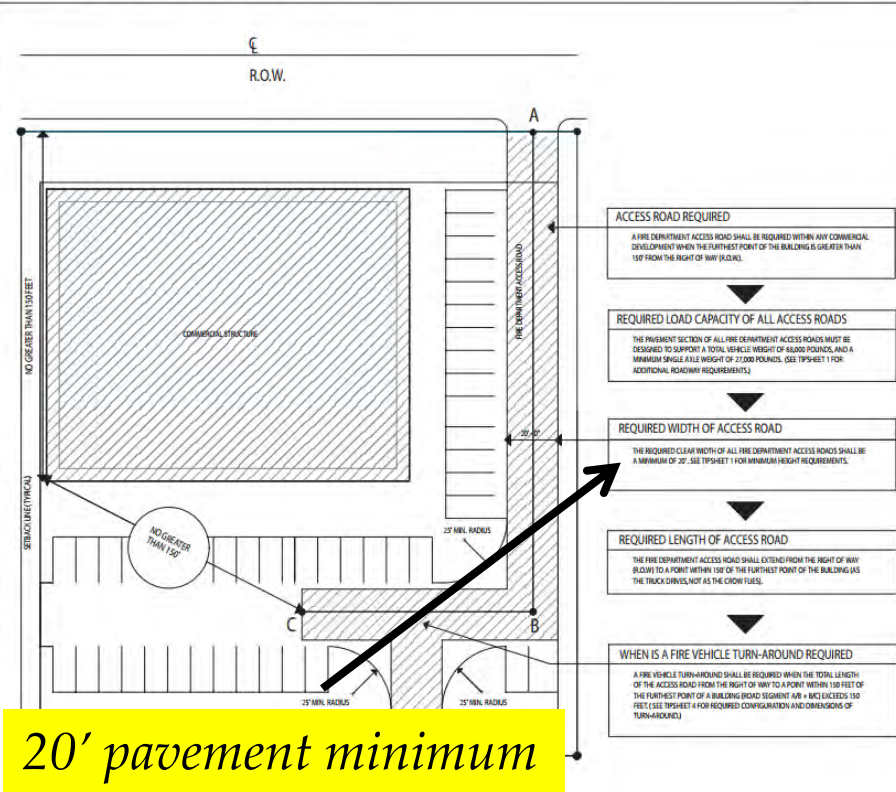
425.587.3650

FIRE DEPARTMENT ACCESS ROADS FOR COMMERCIAL AND MULTI-FAMILY DEVELOPMENTS

"BLUEPRINTS FOR SUCCESS"

TIP SHEET

3



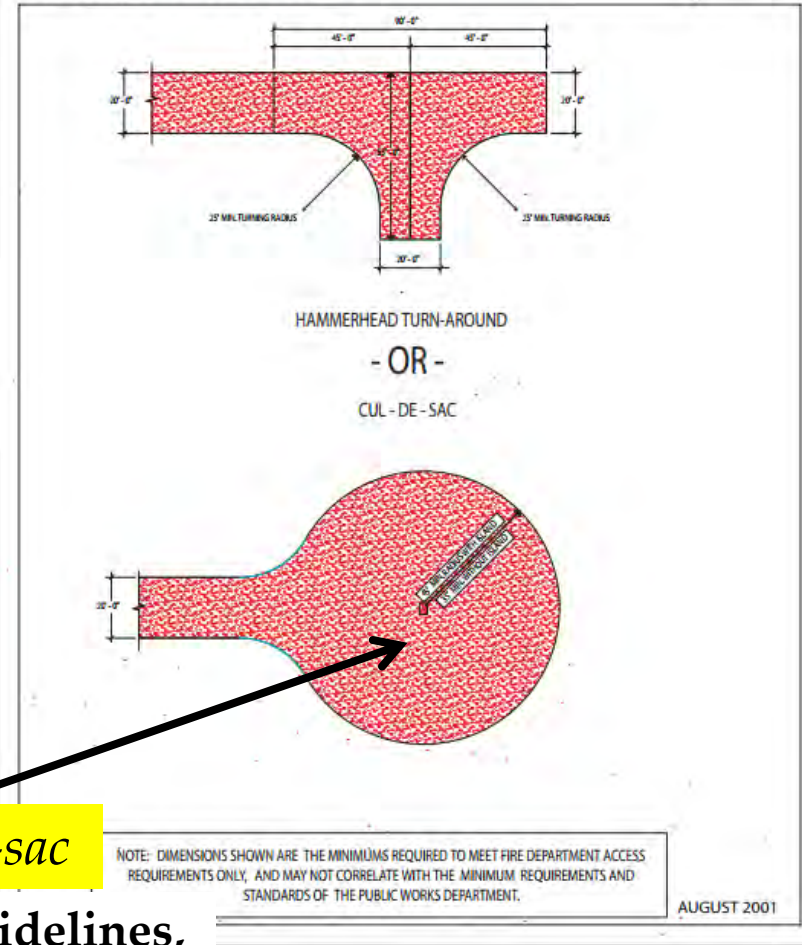
425.587.3650

FIRE DEPARTMENT ACCESS ROADS

"BLUEPRINTS FOR SUCCESS"

TIP SHEET

4



**Lake Ave W does not currently meet these guidelines,
without the increased hazard of additional parking**

[http://www.kirklandwa.gov/Assets/Fire+and+Building/Fire+PD+Fs/Operating+Policy+\\$!236++Fire+Department+Access.pdf](http://www.kirklandwa.gov/Assets/Fire+and+Building/Fire+PD+Fs/Operating+Policy+$!236++Fire+Department+Access.pdf)

Shoreline Management

Attachment C

DEPARTMENT OF ECOLOGY
State of Washington

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Shoreline Management

SHORELINE MANAGEMENT

Shoreline Master Programs (SMPs)

- Citizen Guide
- Shoreline Planners Toolbox
- Permits and Enforcement
- Aquaculture
- Green Shorelines
- Media Kit

Permits and Enforcement

Coastal Zone Management

Ocean Resources

Laws, Rules, and Cases

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RELATED ECOLOGY PROGRAMS

Shorelands and Environmental Assistance

[SEA Program Home](#) > [Shoreline Management Home](#) > [Laws, Rules, and Cases](#) > Introduction to the Shoreline Management Act

Introduction to the Shoreline Management Act

Page Contents: [Where does the Act apply?](#) | [Policies of the Act](#) | [Shoreline Master Programs \(SMPs\)](#) | [Constitutional Authority and Limitations](#)

Washington's [Shoreline Management Act](#) was passed by the State Legislature in 1971 and adopted by voters in 1972. The overarching goal of the Act is "to prevent the inherent harm in an uncoordinated and piecemeal development of the state's shorelines."

[Where does the Act apply?](#)

The Act applies to all 39 counties and more than 200 towns and cities that have "**shorelines of the state**" ([RCW 90.58.030\(2\)](#)) within their boundaries. These shorelines are defined as:

- all **marine waters**;
- streams and rivers** with greater than 20 cubic feet per second mean annual flow;
- lakes** 20 acres or larger;
- upland areas called **shorelands** that extend 200 feet landward from the edge of these waters; and
- the following areas when they are associated with one of the above:
 - biological **wetlands** and river deltas; and
 - some or all of the 100-year **floodplain** including all wetlands within the 100-year floodplain.

The Act also states that "the interests of all the people shall be paramount in the management of **shorelines of statewide significance**." These special shorelines are defined as:

- Pacific Coast, Hood Canal and certain Puget Sound shorelines;
- all waters of Puget Sound and the Strait of Juan de Fuca;
- lakes or reservoirs with a surface acreage of 1,000 acres or more;
- larger rivers (1,000 cubic feet per second or greater for rivers in Western Washington, 200 cubic feet per second and greater east of the Cascade crest); and
- lands associated with all the above.

[Shoreline Management Act Jurisdiction](#)

200 feet of the Act

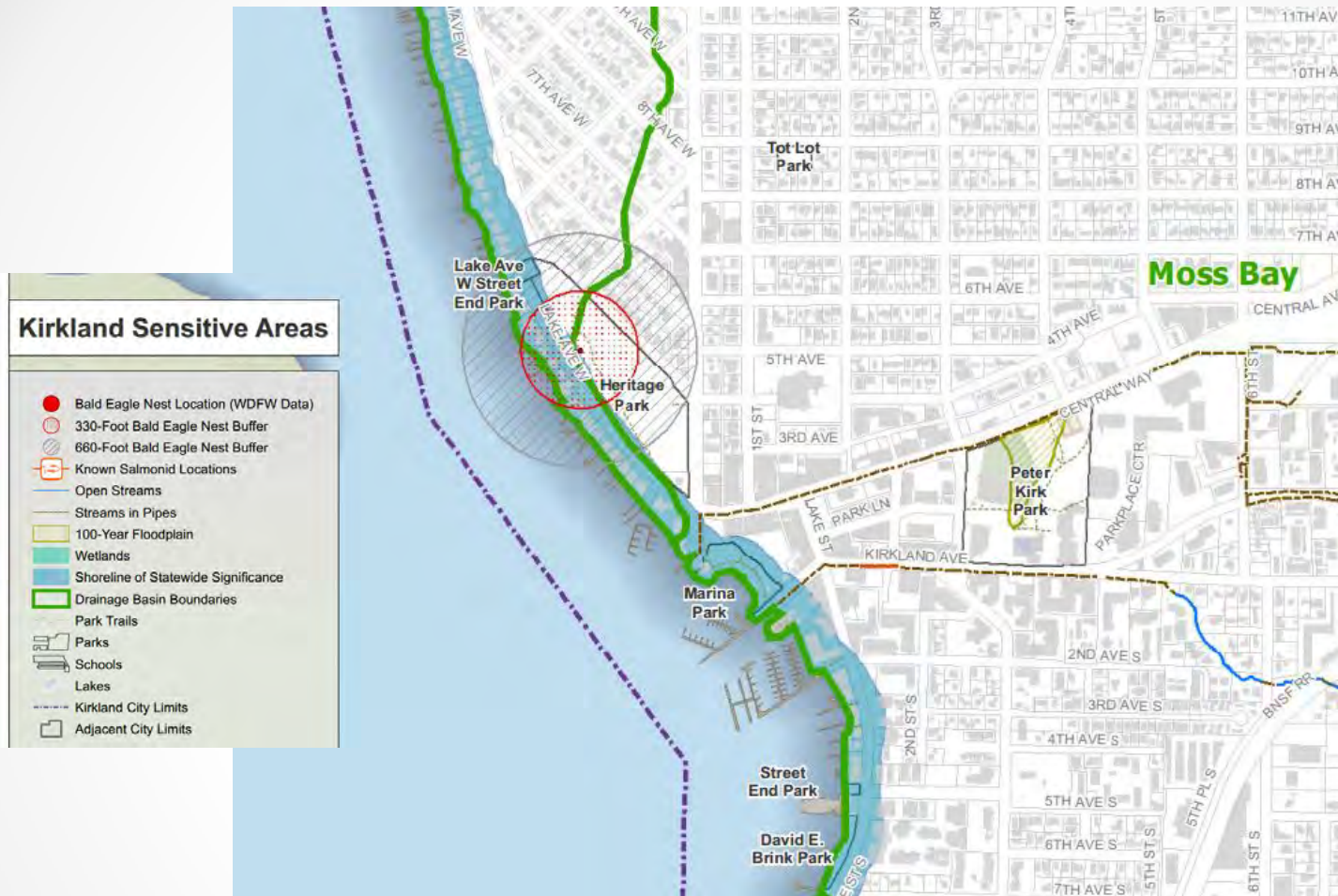
There are three basic policy areas to the Act: shoreline use, environmental protection and public access. The Act emphasizes accommodation of appropriate uses that require a shoreline location, protection of shoreline environmental resources and protection of the public's right to access and use the shorelines ([RCW 90.58.020](#)).

Applies for all land 200 feet
landward from the OHWM

http://www.ecy.wa.gov/programs/sea/sma/st_guide/intro.html

Lake Ave W is a “Sensitive Area”

Attachment C



<http://www.kirklandwa.gov/Assets/IT/GIS/Sensitive+Areas+Map.pdf>

Lake Ave W – Market Street Attachment C

Intersection

2007 Recommended Action:
install a signal at Lake Ave W and
Market. Studies showed that 15 of
24 vehicular accidents along
Market Street occurred at this
intersection between 2000-2005.

Additional vehicular traffic along
this street will only increase
hazards at this unsafe intersection.

Table 8. Priority 1 and 2 Project Consistency with Funding Criteria

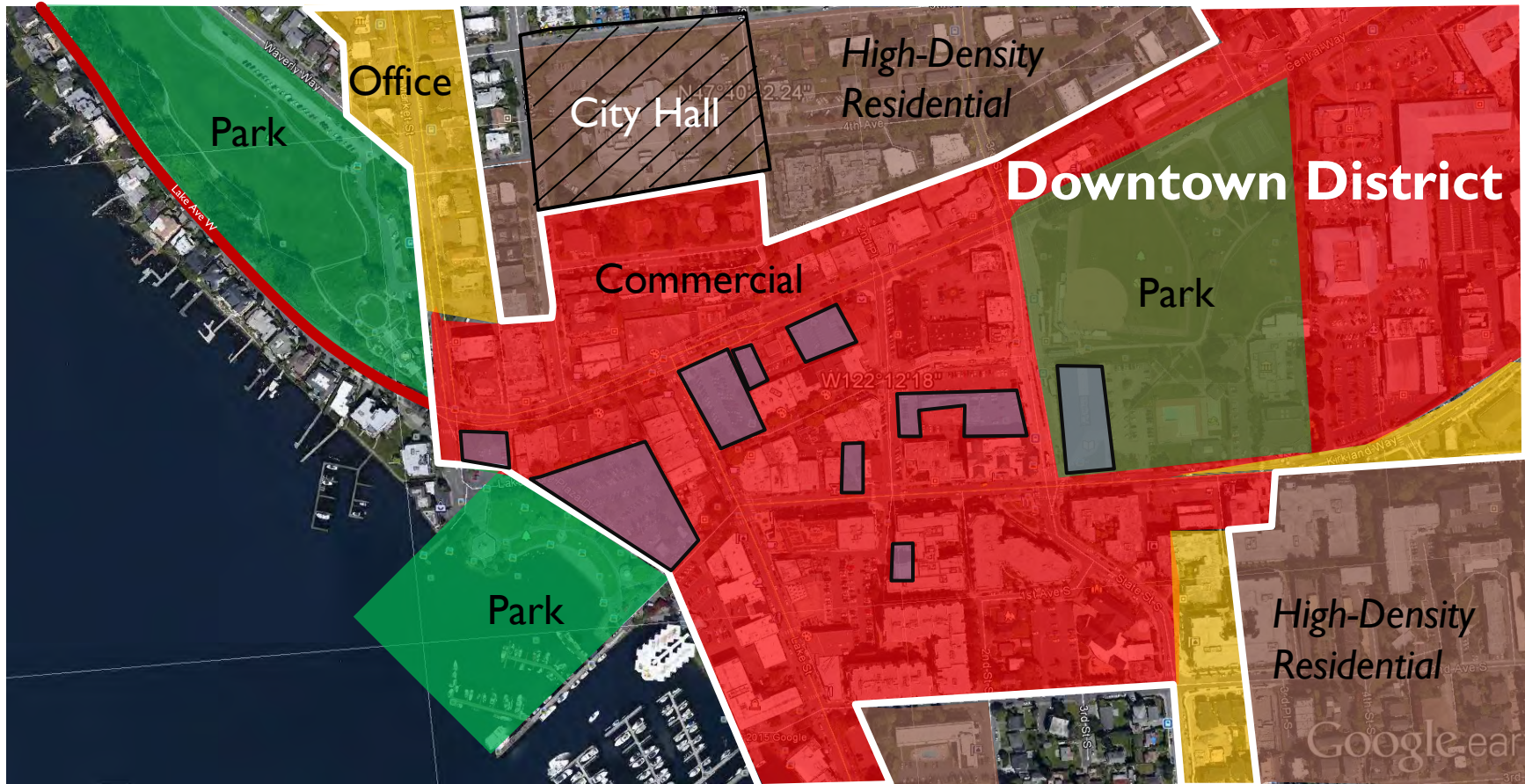
	Fiscal	Plan Consistency	Neighborhood Integrity	Transportation Connections	Multimodal	Safety
Forbes Creek Drive Signal Timing	+	+	+	O	O	√
No-Parking Zones	+	+	+	O	√	√
6th Street W Turn Restriction	+	+	+	O	O	+
18th Avenue W U- Turn Restriction	√	+	+	O	O	+
NE Juanita Drive Turn Restriction	+	√	O	–	O	–
Education/Courtesy Campaign	√	+	+	+	+	+
Gateway Treatment on Market Street/98th Avenue NE	√	+	+	+	O	+
Enhanced Crosswalks	+	+	+	+	+	+
Speed Radar Sign	+	+	+	+	O	+
Traffic Signal at Lake Avenue W/Market Street	√	+	+	+	+	+
+ High degree of match to criterion √ Partially meets criterion O Neutral – Low degree of match to criterion						

<http://www.kirklandwa.gov/Assets/Planning/Planning+PDFs/Attach+5+SFS+PC08142008.pdf>

Lake Ave W:

Attachment C

Close proximity to downtown makes it a great pedestrian street, not a parking lot



■ Current public parking lots

<http://www.kirklandwa.gov/Assets/Public+Works/Public+Works+PDFs/Pay+Park/Park+Smart/Guide+to+Public+Parking.pdf>

<http://www.kirklandwa.gov/Assets/IT/GIS/Kirkland+Zoning+Map.pdf>

Typical (winter, non-busy) afternoon

Attachment C

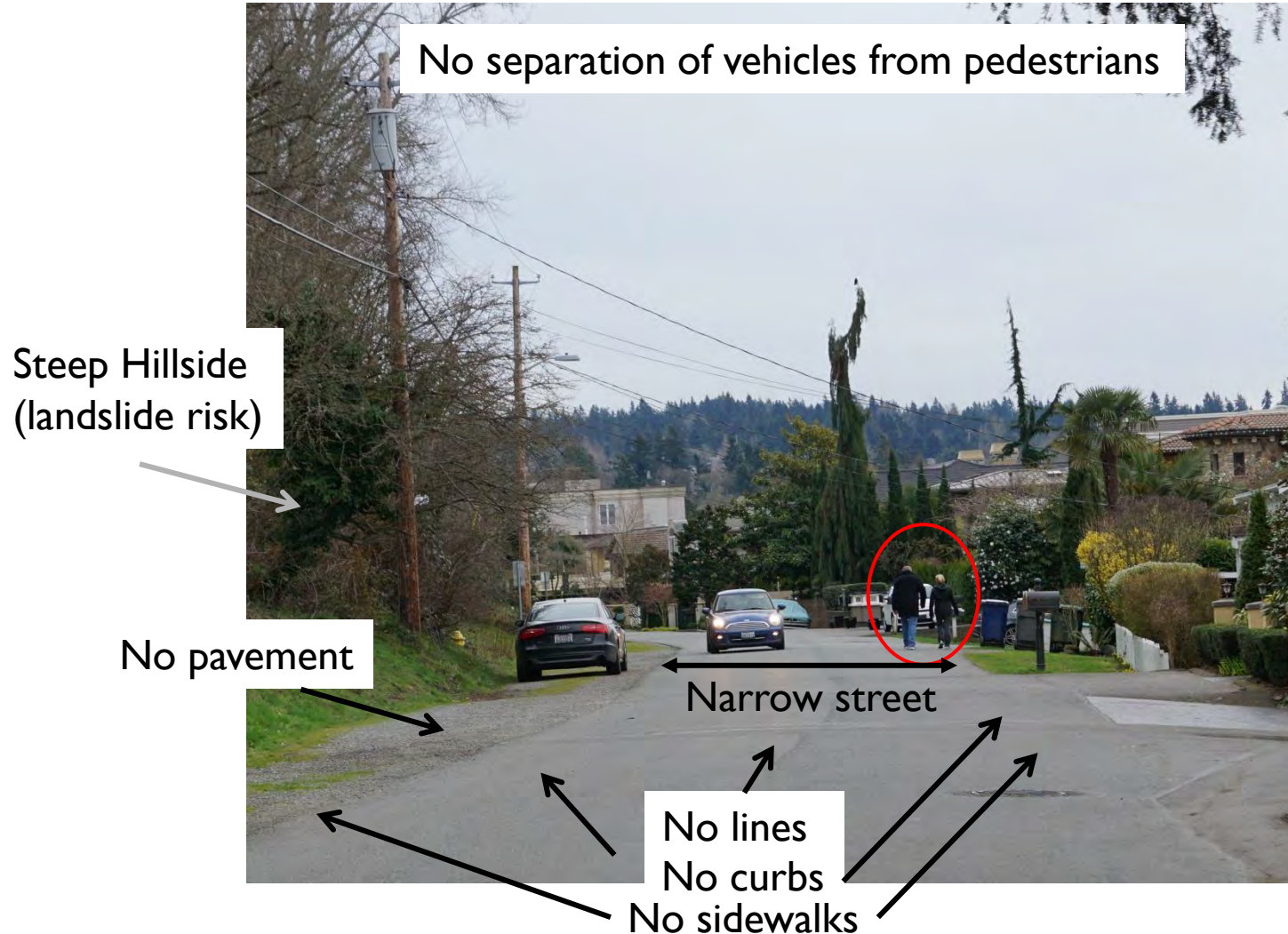


Safety of Kirkland's residents and visitors is critical. Lake Ave W offers a quiet, safe, beautiful pedestrian walk. Increasing vehicular traffic and parking endangers people and eliminates this special environment.

Pedestrian-Friendly

- ▶ Flat, level street access from downtown
- ▶ Wide enough for walking with strollers, small children
- ▶ Close proximity to downtown
- ▶ Public waterfront access at park
- ▶ Quiet, safe place for people to enjoy
- ▶ Heavily-used pedestrian street: *hundreds* of people walk on Lake Ave W every day

Lake Ave W



Street Width: Current and Needed to include public parking

Attachment C

“Environmentally- Sensitive”
Area: Bald Eagle nesting area

Steep slope :
45-50 feet high, beginning ~7-8
feet from pavement edge.
Interrupted by fire hydrants,
utility poles, and open drainage
ditches. Significant erosion
exists in location where
current public parking is
permitted.

Shoreline area – Shoreline
Master Program rules apply
for any development



Typical View



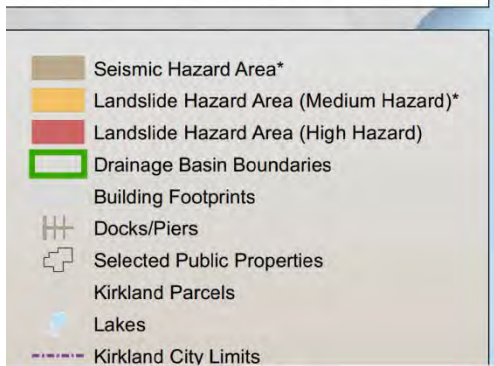
Public Parking:

- ▶ Increased parking = increased traffic = less safety for pedestrians
 - ▶ No curbs
 - ▶ No lines
 - ▶ No sidewalks, planting strips
 - ▶ Insufficient width for traffic (typical street in Kirkland is 32', Lake Ave W is frequently 20' wide or less)
- ▶ “Parking” exists only on raw land off pavement
 - ▶ Significant erosion at south end of street where current parking is
 - ▶ Open drainage ditch, utility poles in off-street area as well
- ▶ Dead-End street
 - ▶ Vehicles turn around in private driveways
 - ▶ Does not meet minimums for Fire Safety turnaround
- ▶ Known hazardous intersection: Lake Ave W and Market
 - ▶ Per City's 2007 Market Street Access Study
 - ▶ Still awaiting installation of recommended traffic light

Kirkland Landslide Risk Map

Attachment C

Kirkland Landslide Areas

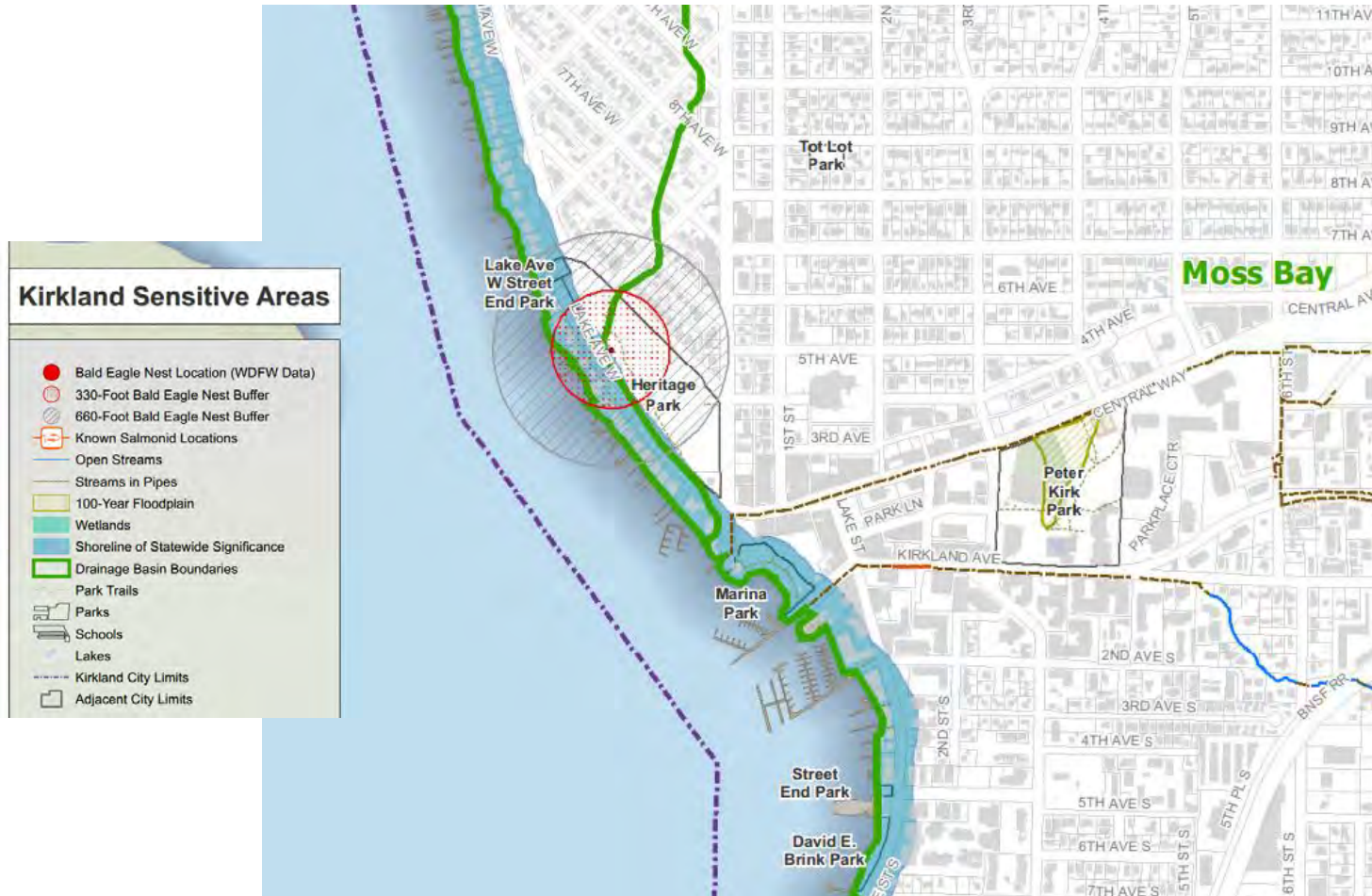


The entire length of Lake Ave W is a seismic hazard area and high landslide hazard area – which makes it unsafe for the City to encourage increased vehicular traffic or parking.

<http://www.kirklandwa.gov/Assets/IT/GIS/Landslide+Hazard+Map.pdf>

Lake Ave W is a “Sensitive Area”

Attachment C



The City should not encourage vehicular traffic and parking

<http://www.kirklandwa.gov/Assets/IT/GIS/Sensitive+Areas+Map.pdf>

Development: Safety is Paramount

- ▶ Competing Needs: Pedestrian/resident safety and public parking
- ▶ Best option: Leave as-is
- ▶ If required, development of Lake Ave W as a continued safe walking zone yet also with public parking with curbs, sidewalks, adequate vehicle turnaround would require significant investment
 - ▶ Street widening, paved parking area, curbs, sidewalk, buffer zone
- ▶ Challenges
 - ▶ High-Hazard Landslide risk area
 - ▶ Environmentally Sensitive Area
 - ▶ Shoreline area (Shoreline Master Program applies)

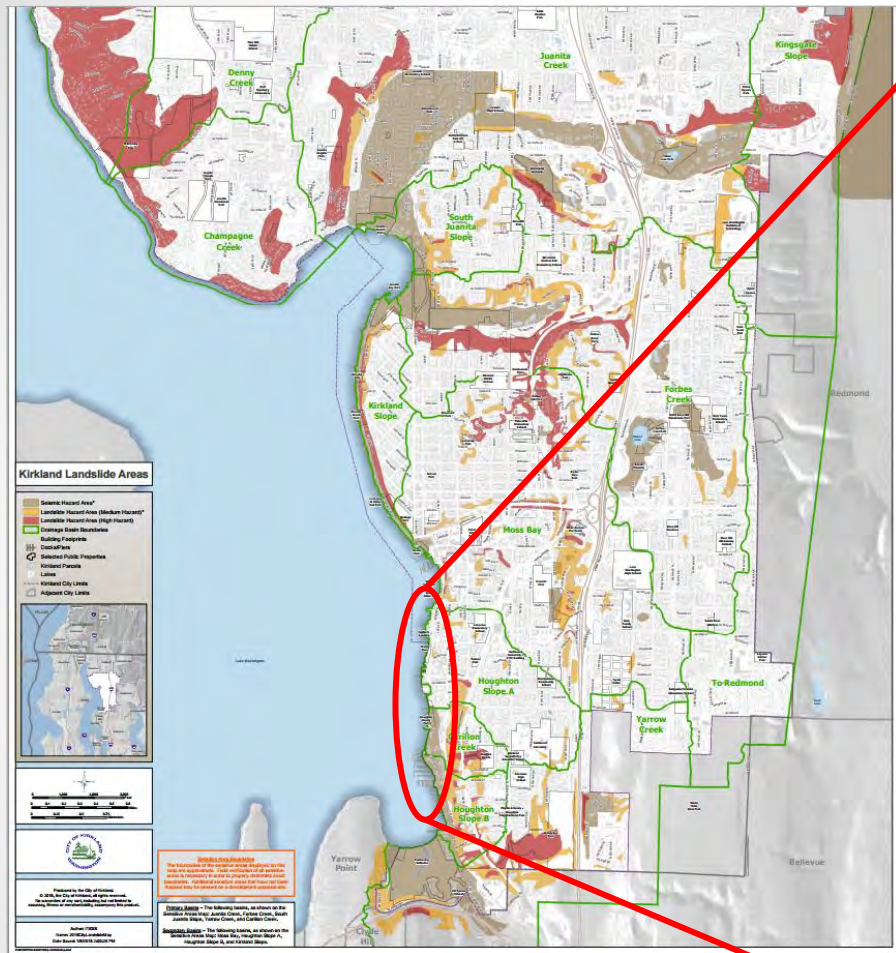
Parking on Lake Ave W:

High Hazard, High Liability, Safety Risk

Attachment C

- City proposes to allow spill-over downtown parking onto the low-density residential street of Lake Ave W
 - Council has received updated report on High-Hazard areas in Kirkland that reiterated need for improved mapping, public information, and importance of managing the risk of such areas, *particularly on public property*
 - Management of liability of such areas
- Lake Ave W is a High Hazard area for seismic disturbances and landslides
 - Also a dead-end street – no escape if street is blocked
- Making this area a downtown parking zone increases City liability
- Development of this street to allow for safe pedestrian use would require significant disturbance to the hillside

High Hazard Slope: Landslide Risk



Steep Hillside

- Sharp 40-50+ foot elevation gain from south end of Lake Ave W all the way past Waverly Park



History of Landslides

Attachment C

1947: landslide on this slope killed two

1996: landslide at Lake Ave W damaged property and blocked street

2006: landslide at Lake Ave W at park, hill gave way and large tree slid down; FEMA clean-up

2015: landslide on this slope



<http://news.google.com/newspapers?nid=1310&dat=19470203&id=uKtWAAAAIBAJ&sjid=iugDAAAAIBAJ&pg=3755%2c1449472>

From 3/3/15 Council Meeting

Risk Management Practices

On Private Property

- Development regulations
- Hold harmless agreements
- Maintenance of City-owned drainage systems
- Obtaining easements for public improvements on private property
- Public information – mapping and education

On Public Property

- Maintenance of undeveloped status
- Maintenance of drainage
- Mapping and geotechnical work
- Public information and education

From the presentation on HAZARDOUS SLOPES by Marilynne Beard, Deputy City Manager

- *The City needs to “manage liability”*
- *Discussion included “consideration of downslope properties”*

Modifications of Lake Ave W to improve street for pedestrian safety and downtown public parking will not be fast, easy or inexpensive

Limits on Regulation and Risk Management

- Property owners cannot be denied “economically viable use of their land” or risk a “takings” claim
- City cannot require a covenant that releases the City from future negligence
- Negligent maintenance of public storm water systems may lead to liability (even with a hold harmless agreement)
- Any remediation on public properties to reduce landslide hazards must be undertaken carefully

Recent Tree Mitigation:

Attachment C

- Cottonwood tree removed by City as it was rotted inside and deemed a fall risk.



Vegetation
removed all the
way up hillside



→ Landslide risk?

Public Parking for Downtown Businesses on Lake Ave W...

Attachment C

- Not safe
 - Heavy pedestrian use
 - No curbs, no lines, no sidewalks
- Not fast
 - Creating parking will require road widening, adding curbs, buffer areas, sidewalks
- Not easy
 - Hazardous slope / landslide area requires extra reports, mitigation
 - Shoreline regulations apply
- Not low cost
 - Significant expenditures required to create parking spaces, mitigate hazardous slope, and protect pedestrians

**Spillover parking on Lake Ave W is not safe. Not fast. Not easy.
Not low-cost.**